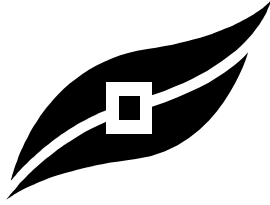


MINUTES



MANNINGHAM
BALANCE OF CITY AND COUNTRY

Ordinary Meeting of the Council

MEETING DETAILS:

MEETING NO: 9
MEETING DATE: 26 July 2016
TIME: 7:00 PM
LOCATION: Council Chamber, Civic Centre
699 Doncaster Road, Doncaster

MINUTES

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MANNINGHAM CITY COUNCIL
MINUTES OF THE ORDINARY COUNCIL MEETING
HELD AT COUNCIL CHAMBER, CIVIC CENTRE
ON
26 JULY 2016

The meeting commenced at 7:00 PM.

Present: Councillor Paul McLeish (Mayor)
Councillor Dot Haynes (Deputy Mayor)
Councillor Meg Downie
Councillor Sophy Galbally
Councillor Jim Grivokostopoulos
Councillor Michelle Kleinert
Councillor Stephen O'Brien

Officers Present: Chief Executive Officer, Mr Warwick Winn
Director Assets & Engineering, Mr Leigh Harrison
Director Community Programs, Mr Chris Potter
Director Planning & Environment, Ms Teresa Dominik
Director Shared Services, Mr Philip Lee
Executive Manager Peolpe & Governance – Ms Jill Colson

1. OPENING PRAYER & STATEMENTS OF ACKNOWLEDGEMENT

The Mayor read the Opening Prayer & Statements of Acknowledgement.

2. APOLOGIES

An apology was received from Councillor Geoff Gough.

3. PRIOR NOTIFICATION OF CONFLICTS OF INTEREST

The Chairman invited Councillors to disclose any conflict of interest in any item listed on the Council Agenda.

The Chief Executive Officer advised Council that he has received a written disclosure of a conflict of interest from Cr Stephen O'Brien for Item 13.2 concerning 8-10 Montgomery Street, Doncaster East – Notice of Intention to Sell (Post Statutory Advertising), the interest being an indirect interest of close association.

4. CONFIRMATION OF MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 28 JUNE 2016 AND SPECIAL MEETING OF COUNCIL HELD ON 28 JUNE 2016

**MOVED: DOWNIE
SECONDED: KLEINERT**

That the Minutes of the Ordinary Meeting of Council held on 28 June 2016 and Special Meeting of Council held on 28 June 2016 be confirmed.

CARRIED

5. VERBAL QUESTIONS FROM THE PUBLIC

There were no questions asked.

6. PRESENTATIONS

6.1 Greg Kennedy - South Warrandyte CFA Brigade

The Mayor presented a Certificate of Appreciation to Mr Greg Kennedy for his long service to the Greater Warrandyte community thought his 40 years service to the Warrandyte South CFA.

7. PETITIONS

There were no Petitions.

8. ADMISSION OF URGENT BUSINESS

**MOVED: GALBALLY
SECONDED: DOWNIE**

That Council admits for consideration the following item of Urgent Business at item 15.1. That the Chief Executive Officer allocate funds to the Greater Warrandyte Fireball Committee to assist it in meeting a budget shortfall of \$7,000 due to the venue organisers (Park Hyatt) requirement that their sound/stage contractor be used for the event.

CARRIED

* * * * *

9. PLANNING PERMIT APPLICATIONS**9.1 Amended Planning Application PL12/022747.01 for 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street, Doncaster – Construction of three multi-storey buildings comprising 258 apartments, retail premises, trade supplies and restricted retail premises (Bunnings) and associated basement car parking**

Responsible Director: Director Planning & Environment

File No. T16/135

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

Land:	Lot 1, TP213306, Lot 8 Lot 9 and Lot 10 LP5384, Lot 8 and Lot 9 LP7349, and PC370480
Zone	Activity Centre Zone Schedule 1 (ACZ1) Development Contributions Plan Overlay (DCPO)
Applicant:	SJB Planning on behalf of Bunnings Properties Pty Ltd
Ward:	Koonung
Melway Reference:	47E1
Time to consider:	Monday 1 August 2016

SUMMARY

At its meeting on 28 May 2013, Council resolved to issue a Notice of Decision to Grant a Planning Permit in respect of PL12/022747. Following the matter being reviewed at the Victorian Civil and Administrative Tribunal (VCAT), Planning Permit PL12/022747 was issued on 31 October 2013 allowing:

- The use of the land for a trade supplies and restricted retail premises (a Bunnings store), and retail premises*
- The construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking*
- Alterations to a Road Zone 1 including new access*
- Display of business identification signage.*

On 24 June 2015, an amended planning application pursuant to Section 72 of the Planning & Environment Act 1987 was received by Council's Statutory Planning Unit. The Amendment seeks to undertake some substantial changes to the layout and built form associated with the approved land uses. In particular, it is proposed to relocate the Bunnings development from a central position on the subject site to its proposed location at the western end of the site (corner with Tower Street) and in closer proximity to Westfield Doncaster. Consequently, the two residential towers are now proposed at the eastern end of the site thereby presenting to Council Street. Significant changes to access arrangements are also proposed.

The amended application was advertised during January/February 2016 and five (5) objections were received.

Grounds of objection mainly relate to amenity impacts, traffic and car parking issues.

External referral advice has been received from both VicRoads and Public Transport Victoria (PTV), neither of whom have an objection to the amended proposal subject to conditions being imposed.

Following the receipt and consideration of engineering and urban design referral comments, the application was amended pursuant to Section 57A of the Planning & Environment Act 1987 on 1 June 2016 superseding all originally submitted development plans and making mainly urban design related adjustments to address internal referral feedback.

An officer assessment of the amended application now concludes that the amended proposal is generally consistent with the relevant objectives of state and local planning policies and generally complies with the Manningham Planning Scheme (the Scheme), including the requirements of the Activity Centre Zone 1 (ACZ1) and supporting policy relating to the Doncaster Hill Principal Activity Centre.

The amended proposal is considered to be an acceptable design response for the site, and as such, it is recommended that Council supports the amended planning permit (with revised conditions) as contained at the end of this report.

1 BACKGROUND

1.1 The site and surrounds has been described in the officer report considered by Council at its meeting on 28 May 2013 (see Attachment 1).

1.2 It should be noted that the residential development at 7-11 Berkeley Street, Doncaster has now been finalised and is occupied (whereas in mid-2013 it was under construction).

Planning History

1.3 On 28 May 2013, Council resolved to issue a Notice of Decision to Grant a Planning Permit in respect of planning application PL12/022747.

1.4 Following an appeal to the Victorian Civil and Administrative Tribunal (VCAT), a planning permit was issued on 31 October 2013, that allows:

- *The use of the land for a trade supplies and restricted retail premises, and retail premises*
- *The construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking*
- *Alterations to a Road Zone 1 including new access*
- *Display of business identification signage.*

1.5 The Permit is currently valid (pursuant to Condition 62 and an extension to both the commencement and completion dates provided in July 2015)

1.6 Development plans (namely Condition 1 plans) as well as other conditional requirements of the planning permit are yet to be satisfied.

1.7 On 26 March 2015, the permit applicant presented a revised proposal to a Sustainable Design Taskforce meeting. It was explained at this meeting that

the amended proposal arises as a consequence of Bunnings' unsuccessful attempts to find a joint venture partner to carry out the project, as approved. A further complication has been Bunnings' inability to mutually extinguish itself from its lease arrangement with the current occupant of the site (7-Eleven). As such, in order to deliver a Bunnings redevelopment within a shorter timeframe, it was determined necessary to amend the development plans in a manner that could realise construction through an alternative staging arrangement.

- 1.8 The amended permit application (Section 72 Application) was lodged in June 2015, advertised to the public across a four week period spanning January/February 2016 and formally amended pursuant to Section 57A of the Planning & Environment Act on 1 June 2016. Given the nature of the changes made as part of the Section 57A Application are considered to be improvements, the adjusted proposal has not been further advertised.

2 PROPOSAL

- 2.1 The original proposal (PL12/022747) was described in detail in the officer report considered by Council at its meeting on 28 May 2013 (see Attachment 1).
- 2.2 However, as a summary, it included:
- 2.2.1 **Stage 1 (Central Tower)** incorporating:
- a) A 10,500sqm Bunnings store (trade supplies and restricted retail premises).
 - b) 124 one and two bedroom dwellings in a six level tower above the Bunnings.
 - c) Three levels of basement car parking services the development, including 2 levels solely dedicated to Bunnings customers (401 spaces in total) and 1 level where barriers separate the Bunnings car parking from a residential component (137 spaces including visitor parking).
- 2.2.2 **Stage 2 (West Tower)** incorporating:
- a) A retail premises of 1,266 sqm facing Tower Street (and a small part of Doncaster Road) that is at street level at Doncaster Road and partly above street level in the northern half of the site.
 - b) 127 one, two and three bedroom dwellings in a seven level tower above the retail premises.
 - c) Four levels of basement car parking (190 spaces in total), including 1 level for the retail premises (43 spaces) and three levels for the residential component (146 spaces including visitor parking). Ingress and egress of the parking area is via the service road on Tower Street.
- 2.2.3 **Stage 3 (East Tower)** incorporating:
- a) A retail premises of 332sqm at street level at the north-west corner of Doncaster Road and Council Street
 - b) 134 one and two bedroom dwellings in eight levels.

- c) Four levels of basement car parking (159 spaces in total), which is dedicated to the residential component of the stage.
- 2.3 The amended permit application (PL12/022747.01), as received on 1 June 2016, seeks to alter building layouts, building envelopes, floorspace areas, number of apartments and car parking numbers. It is proposed to undertake the development in three stages described as Stage 1, Stage 2A and Stage 2B. An overview now follows:
 - 2.3.1 Stage 1 is proposed to consist of a Bunnings store, with a residential apartment tower atop and three levels of basement car parking.
 - 2.3.2 Stage 2 is to be undertaken in two parts: Stage 2A and Stage 2B. The timing of Stage 2 is likely to only occur after 7-Eleven's vacation from the site (i.e. upon its lease expiration, post 2022). Stage 2A consists of a residential building proposed at the north-east corner of the site. Stage 2B is to consist of a ground level retail premises with residential above.
- 2.4 More specifically, the key attributes of the stages are described as follows:
- 2.5 **Stage 1 (Central/Western Tower)** incorporating:
 - 2.5.1 A 11,119 square metre Bunnings store (trade supplies and restricted retail premises) at essentially ground and first floor level.
 - 2.5.2 99 residential dwellings in a four level tower (L-shaped configuration) above the Bunnings from Level 3-6, inclusive.
 - 2.5.3 Three levels of basement car parking servicing the development, including 2 levels (Basement 1 & 2) solely dedicated to Bunnings customers and 1 level (Basement 3) for the residential component.
- 2.6 **Stage 2A (North-Eastern Tower)** incorporating:
 - 2.6.1 86 residential dwellings across nine residential levels.
- 2.7 **Stage 2B (South- Eastern Tower)** incorporating:
 - 2.7.1 A 620 square metre retail premises at street level at the south-east corner of the site (corner of Doncaster Road and Council Street).
 - 2.7.2 73 residential dwellings across eight residential levels.
- 2.8 The notable differences between the "approved" development and the "proposed" development are:
 - 2.8.1 A 619 square metre floorspace increase associated with the Bunnings store;
 - 2.8.2 127 fewer residential apartments (previously 385, now 258 apartments);
 - 2.8.3 A 980 square metre decrease in retail floorspace;
 - 2.8.4 A retail component no longer forms part of Stage 1, only restricted retail and trade supplies (in other words, Bunnings).

- 2.9 While the overall proposal appears to maintain a maximum building height of 29 metres, a series of adjustments have also been made to the building envelopes, including an increase in the height of the podium to Doncaster Road from 10 metres to a maximum 14.2 metres as part of Stage 1. Other key Stage 1 changes include:
- 2.9.1 The building footprint moves to extend to the western (Tower) street boundary resulting in a substantially reduced setback to the side boundary.
 - 2.9.2 A shallower excavation due to the reduced number of car parking spaces and basement levels.
 - 2.9.3 Bunnings floorspace is now all at or above Doncaster Road (whereas the previous scheme provided for the Bunnings store located below ground level).
 - 2.9.4 A wider profile spans the northern and southern elevations for both Bunnings and the residential development component.
 - 2.9.5 Along the northern elevation (the interface to residential properties in Berkeley Street) the basement projection above natural ground level increases.
 - 2.9.6 Setbacks along the northern boundary generally increase (to offset the increased building wall heights).
 - 2.9.7 Larger car parking bays and separation between Bunnings customer parking and residential parking is now provided.
- 2.10 In terms of Stage 2, the most notable differences to the built form are:
- 2.10.1 The Stage 2A building is also wider along its northern elevation.
 - 2.10.2 The Stage 2A tower has a greater setback to the northern boundary.
 - 2.10.3 The eastern elevation to Council Street is provided with a physical separation in the order of 9 metres between Stage 2A and Stage 2B (whereas previously it was one tower across this elevation and thereby only large continuous built form).
 - 2.10.4 Stage 2B is situated closer to Stage 1 and offers less separation in the built form, as would be viewed from Doncaster Road. It provides for greater setbacks to the south-eastern and north-eastern corners of the site.
- 2.11 Internal rearrangements consequently flow from the layout changes associated with all revised building footprints. For example, within Stage 2, the location of residential amenities such as the gymnasium, multi-purpose rooms and courtyard spaces are all altered.
- 2.12 The amended proposal seeks an increase in the number and size of signage associated with the Bunnings use, including a more substantially sized, above verandah, business identification panel sign (12 x 9 metre) to be façade mounted above the premises' entrance. Other signage includes two Bunnings hammer logos which are 6 metres in diameter proposed across the south-west and south-east corners of the Bunnings premises.
- 2.13 The proposed maintains access arrangements from Doncaster Road, Tower Street and Council Street, however due to the reconfigurations of buildings

and a temporary ingress and egress solution to Doncaster Road (see below) the volumes of traffic through each access is varied.

- 2.14 To illustrate access and internal circulation a detailed circulation plan forms part of the development plan set.
- 2.15 Despite the reduced number of apartments and reduced overall commercial floor area, the permit applicant proposes to ultimately undertake the same roadworks as required by the existing permit. This includes roadworks as part of Stage 1 comprising the widening of the east side of Council Street with an additional exit lane at Doncaster Road.
- 2.16 However, due to the continued operation of 7-Eleven at the site (until its lease expiry in 2022), road works originally earmarked for Stage 1 across Doncaster Road (to create a deceleration lane and turning lane into Council Street) will now be deferred. The applicant seeks to defer these works until the occupation of Stage 2B.
- 2.17 To further enable 7-Eleven to continue to trade from the site during the construction of Stage 1, a series of plans have been prepared with the submission which represent the construction of a large retaining wall that will be necessary to ensure the integrity of the Stage 2 land is not compromised during Stage 1 construction.
- 2.18 Interim landscape treatments are proposed to Stage 2 as illustrated on a Landscape Concept Plan, prepared by Tract Consultants. This is proposed to the north of 7-Eleven.
- 2.19 Draft amended permit conditions have been prepared by the permit applicant and advertised with the application to demonstrate, among other things, how the amended proposal seeks to manage interim access arrangements (Stage 1). In this regard, a number of road works related conditions are retained in modified form. Also, a number of Condition 1 requirements have been proposed to be modified or deleted. This mainly arises due to the altered design response, however, as will be discussed in the Assessment section of the report, some of these conditions will need to remain. To track the type and extent of changes, a copy of the issued Permit has been attached at Attachment 2.
- 2.20 Conditional requirements relating to the provision of Management Plans remain, detailed design drawings and ongoing requirements relating to managing on-site and off-site amenity impacts will also be retained.
- 2.21 In support of the amended planning application, the following documentation has been submitted:
 - 2.21.1 Architectural and colour perspective drawings, as prepared by Thomson Adsett, dated June 2015 (as amended on 30 May 2016).
 - 2.21.2 A Traffic Impact Assessment, as prepared by TraffixGroup, dated 19 June 2015 (and a Supplementary written response dated 1 June 2016).
 - 2.21.3 A Planning Report, as prepared by SJB Planning, dated 22 June 2015 (and a Supplementary written response dated 1 June 2016).
 - 2.21.4 An Urban Context Report and Design Response, prepared by Thomson Adsett, dated June 2015.

2.21.5 An amended Waste Management Plan (WMP), as prepared by Leigh Design, dated 24 May 2016.

2.21.6 Sustainability Management Plan, as prepared by Sustainable Design Consultants, June 2015.

3 PRIORITY/TIMING

3.1 The statutory time for considering a planning application is 60 days. Having regard to the amended application pursuant to Section 57A, the statutory time is not due to lapse until 1 August 2016.

4 RELEVANT LEGISLATION

4.1 The *Planning and Environment Act 1987 (the Act)* is the relevant legislation governing planning in Victoria. The Act identifies subordinate legislation in the form of Planning Schemes to guide future land use and development.

4.2 Section 60 of the Act outlines what matters a Responsible Authority must consider in the determination of an application. Before deciding on an application, the Responsible Authority must consider:

- the relevant planning scheme, in this case being the Manningham Planning Scheme; and
- the objectives of planning in Victoria; and
- all objections and other submissions which it has received and which have not been withdrawn; and
- any decision and comments of a referral authority which it has received; and
- any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development; and
- any significant social effects and economic effects which the responsible authority considers the use or development may have.

4.3 Section 61(4) of the Act makes specific reference to covenants. The subject site is not affected by any covenant.

4.4 Section 72 of the Act provides for an application to be made to the Responsible Authority for an amendment of a permit.

4.5 Section 73 of the Act outlines the procedure for an Application under Section 72 and requires the Responsible Authority in deciding to grant an amendment to a permit subject to conditions to do so where conditions relate to the amendment to the permit.

5 MANNINGHAM PLANNING SCHEME

Zoning

5.1 The site is located in the Activity Centre Zone – Schedule 1 (ACZ1).

5.2 In the ACZ1, a dwelling is a Section 1 use – No planning permit required. A retail premises, trade supplies and restricted retail premises (Bunnings) is a

Section 2 use – Permit required. There are limitations to these Section 2 Uses, including that they occur in conjunction with one or more other uses and that they occur at ground level. A planning permit is required for buildings and works under the ACZ1 (Clause 37.08-5).

- 5.3 The relevant purposes of the Activity Centre Zone are:
- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *To encourage a mixture of uses and the intensive development of the activity centre:*
 - *As a focus for business, shopping, working, housing, leisure, transport and community facilities.*
 - *To support sustainable urban outcomes that maximise the use of infrastructure and public transport.*
 - *To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.*
 - *To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.*
 - *To facilitate use and development of land in accordance with the Development Framework for the activity centre.*

- 5.4 Schedule 1, relevant to the Doncaster Hill Principal Activity Centre outlines the following objectives:

Land use and development objectives to be achieved

- *To advance Doncaster Hill as a sustainable and vibrant mixed-use activity centre with a strong sense of place and civic identity.*
- *To develop the centre as a focus for contemporary high density residential development incorporating a mix of complementary retail, social, commercial and entertainment uses.*
- *To ensure the activity centre enhances the social, environmental, economic and cultural elements of the municipality and region, advancing Doncaster Hill as a destination in Melbourne's East.*

Land use

- *To provide for a vibrant range of mixed uses that support the strategic role of the Doncaster Hill Principal Activity Centre.*
- *To provide for a high level of activity that attracts people, provides a focal point for the community, creates an attractive and safe urban environment, increasing opportunities for social interaction.*
- *To ensure mixed use development comprises flexible floor spaces for a range of uses.*
- *To substantially increase the provision, intensity and diversity of housing (especially affordable housing), that allows for all sectors of the community to live in the centre.*

- *To provide for high-density residential development on individual sites in conjunction with a diversity of other uses including a mix of retail, commercial, social, community and entertainment uses.*
- *To encourage commercial and small-scale retail uses at the lower level of buildings, with high-density apartment style residential development on upper levels.*

Built form

- *To create treed boulevards framed by podiums, consistent front setbacks and a high quality landscape along Doncaster, Williamsons and Tram Roads.*
- *To encourage innovative, contemporary architecture that provides a distinctive sense of identity for the Doncaster Hill Principal Activity Centre.*
- *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
- *To ensure an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.*
- *To encourage built form that capitalises on key views and vistas including to the middle-ground and distant features including Dandenongs, the Kinglake Ranges and the central Melbourne skyline.*
- *To encourage the provision of urban art within built form or in adjacent public areas.*
- *To encourage the built form at gateway locations identified in the Framework Plan to be designed to act as markers with distinguishing architectural or urban design treatments.*

Environmental sustainability

- *To ensure Australian Best Practice environmentally sustainable design is met in relation to building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management and transport.*

Public realm

- *To encourage active street frontages and pedestrian generating activities to be located along main roads.*
- *To ensure public spaces are minimally impacted by overshadowing, including preserving solar access in mid-winter to the key boulevards of Doncaster Road and Williamsons Road.*
- *To facilitate the enjoyment of public urban spaces/plazas, streetscapes, pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by wind tunnelling.*
- *To encourage artwork in suitable locations to contribute to creating a distinctive sense of identity.*

Open space and landscaping

- *To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities, which are well connected and integrated within a permeable urban environment.*
- *To create a healthy and consistently landscaped environment that is dominated by native and indigenous planting.*
- *To maximise opportunities for landscaping in the public and private realm.*
- *To ensure each precinct has ready access to well designed public open space.*

Transport and access

- *To achieve development of circulation networks that focus on providing strong linkages within the Doncaster Hill Principal Activity Centre, and enhance public transport, pedestrian and bicycle users' amenity.*
 - *To provide for well-defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established between the north and south sides of Doncaster Road.*
 - *To encourage the integration of car parking areas into buildings and the unique sloping landform, including providing under-croft and basement as opposed to open-lot parking.*
- 5.5 Within the Doncaster Hill Principal Activity Centre there are various precincts delineated in accordance with their topographic orientation and aspect on Doncaster Hill, their relationship to main roads, and their present and future uses. The application site, together with land to its north is situated within Precinct 3.
- 5.6 Under the ACZ1, the subject site is located in **Precinct 3C**. The objectives for Precinct 3C (expressed at Clause 5.3-2) are as follows:
- To encourage a greater mix of uses including residential and commercial in the precinct.
 - To encourage an enhanced pedestrian environment within the precinct.
 - To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges.
 - To encourage the provision of a pedestrian and bicycle network to Westfield Doncaster and the civic and education precinct.
- 5.7 Clause 5.3-3 of the Scheme sets out the following precinct requirements:

Maximum height (excluding basement)	Design Element Height:	Setbacks
29m	5.8m above maximum height	5m to front podium edge from front boundary 15m to front tower edge from front

		boundary 4.5m from side boundaries 4.5m from rear boundary
--	--	--

5.8 Clause 5.3-4 provides precinct guidelines as follows:

- *Development should address rear lane-scapes providing alternate residential frontage to the north in addition to commercial and retail frontages along Doncaster Road.*
- *Development should maximise opportunities afforded by being positioned between Westfield Doncaster and the civic and education precinct.*

5.9 In addition to guidelines at clause 65 and clause 37.08.10 of the Scheme, Clause 8 of the ACZ1 (Decision guidelines) directs the responsible authority to consider the following:

Use

- *whether the proposal achieves an appropriate mix of uses within the site to complement and support the strategic role of Doncaster Hill Principal Activity Centre;*
- *whether the proposal provides for flexible non-residential floor spaces that can be adapted in the future to a variety of alternative non-residential uses;*
- *the contribution that the proposal made towards the achievement of residential population targets as set out in the Doncaster Hill Strategy (October 2002) and as envisaged by this scheme;*
- *whether the proposal will create a mix of active uses and pedestrian generating activities, particularly at street level, that contribute to a vibrant public realm;*
- *the contribution made towards the achievement of employment targets, including commercial and retail floor space forecasts as set out in the Doncaster Hill Strategy (October 2002, Revised 2004);*
- *whether the proposal provides for an appropriate scale of development in order to accommodate the mix and intensity of uses envisaged for each precinct.*

Design and built form

Whether the proposed development:

- *creates a strong visual interest by providing unique building types based on innovative, contemporary architecture, urban design and ecologically sustainable development;*
- *is site responsive and achieves an appropriate scale with a stepping down in built form that responds to Doncaster Hill's natural topography;*
- *incorporates side and rear setbacks to enhance pedestrian safety and amenity, and assists in the retention of view lines, penetration of sunlight and creation of landscape buffers;*

- *ensures that any environmental wind effects to the adjoining and surrounding neighbourhood is minimised to the satisfaction of the responsible authority;*
- *provides overhead weather protection features adjoining key pedestrian walkways and nodal points;*
- *ensures dwelling balconies have an open space area of at least 8 square metres, and a minimum dimension of 1.6 metres;*
- *complements, where relevant, the form, scale, materials, colour and lighting of a heritage place on the same or adjoining site;*
- *meets the objectives, standards and decision guidelines of Clause 55. This does not apply to a development of four or more storeys, excluding a basement.*

Signage

Whether the design and siting of any advertising sign/s satisfies the following design principles:

- *signs should be integrated into the design of the building façade, preferably within the first 3 levels of the podium;*
- *signs should be of a size and height that is complementary to the built form of the building and surrounding landscape treatments;*
- *signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants;*
- *signs should be consolidated in mixed use and commercial developments to avoid the visual clutter of signage and displays (eg. vehicles, products, promotional material and free standing signs).*

Access

Whether the proposed development:

- *incorporates provisions for pedestrians, cyclists and people with a disability demonstrating how access needs are accommodated;*
- *integrates car parking requirements into the design of buildings and landform by encouraging the use of under-croft or basement parking and minimises the use of open lot/half basement/ground floor car parks at street frontage;*
- *provides vehicular access to buildings fronting key boulevards off side streets or via rear access;*
- *limits the number of vehicle crossings to each development.*

Overlays

Development Contributions Plan Overlay

- 5.10 Clause 45.06 Development Contributions Plan Overlay affects the subject land. The purpose of the overlay is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

- 5.11 The Development Contribution Plan Overlay Schedule 1 (DCPO1) outlines development contributions for various infrastructure works within Doncaster Hill.
- 5.12 Pursuant to the DCPO1, a permit granted must include a condition that gives effect to the contribution and levies imposed by the schedule. A permit condition to this effect exists on the issued permit.

Parking Overlay

- 5.13 Clause 45.09 Parking Overlay applies to the land. The purpose of the overlay is:
- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *To facilitate an appropriate provision of car parking spaces in an area.*
 - *To identify areas and uses where local car parking rates apply.*
 - *To identify areas where financial contributions are to be made for the provision of shared car parking.*
- 5.14 Clause 45.09-1 sets out the operation of the clause explaining that the overlay operates in conjunction with Clause 52.06.
- 5.15 Schedule 1 to the Parking Overlay applies to land in the Doncaster Hill Principal Activity Centre. Clause 2 sets out the number of car parking spaces required relative to the land use, requiring the following:
- One or two bedroom dwelling – 1 car space per dwelling;
 - Three bedroom dwelling – 2 car spaces per dwelling;
 - Visitor (resident spaces) - 1 visitor parking space for ten dwellings;
 - Retail – 2.5 car spaces to each 100 sqm of net floor area.
 - Restricted Retail – 1.5 spaces per 100 sqm of floorspace.
- 5.16 Clause 3 of the control sets out the application requirements and decision guidelines for permit applications.

State Planning Policy Framework (SPPF)

- 5.17 Clause 11.01-1 (Activity Centres) includes the objective to build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.

- 5.18 Clause 11.01-2 (Activity Centre Planning) includes the objective to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.
- 5.19 It is a requirement of this Clause, as well as other Clauses within the SPPF, to have regard to, as relevant, the following policy documents:
- Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004)
 - Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005)
 - Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005)
- 5.20 As relevant, an assessment against the abovementioned policy documents will be carried out at Section 8 of this report.
- 5.21 Clause 15.01-1 (Urban Design) seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. Strategies towards achieving this are identified as follows:
- *Promote good urban design to make the environment more liveable and attractive.*
 - *Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability*
 - *Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.*
 - *Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects*
 - *Encourage retention of existing vegetation or revegetation as part of subdivision and development proposals.*
- 5.22 Clause 15.01-4 (Design for Safety) seeks to improve community safety and encourage neighbourhood design that makes people feel safe. The strategy identified to achieve this objective is to ensure the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.
- 5.23 Clause 15.01-5 (Cultural Identity and Neighbourhood Character) seeks to recognise and protect cultural identity, neighbourhood character and sense of place. The clause emphasises the importance of neighbourhood character and the identity of neighbourhoods and their sense of place. Strategies towards achieving this are identified as follows:
- *Ensure development responds and contributes to existing sense of place and cultural identity.*

- *Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.*
 - *Ensure development responds to its context and reinforces special characteristics of local environment and place.*
- 5.24 Clause 15.02-1 (Energy and Resource Efficiency) seeks to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.
- 5.25 Clause 16.01-1 (Integrated Housing) seeks to promote a housing market that meets community needs. Strategies towards achieving this are identified as follows:
- *Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations.*
 - *Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.*
- 5.26 Clause 16.01-2 (Location of Residential Development) seeks to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport. Strategies towards achieving this are identified as follows:
- *Increase the proportion of housing in Metropolitan Melbourne to be developed within the established urban area, particularly at activity centres, employment corridors and at other strategic sites, and reduce the share of new dwellings in greenfield and dispersed development areas.*
 - *In Metropolitan Melbourne, locate more intense housing development in and around Activity centres, in areas close to train stations and on large redevelopment sites.*
 - *Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.*
 - *Facilitate residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water efficient design principles and encourages public transport use.*
- 5.27 Clause 16.01-4 (Housing Diversity) seeks to provide for a range of housing types to meet increasingly diverse needs. Strategies towards achieving this are identified as follows:
- *Ensure housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.*
 - *Encourage the development of well-designed medium-density housing which respects the neighbourhood character.*
 - *Improves housing choice.*
 - *Makes better use of existing infrastructure.*
 - *Improves energy efficiency of housing.*

- *Support opportunities for a wide range of income groups to choose housing in well serviced locations.*
- 5.28 Clause 16.01-5 (Housing affordability) seeks to deliver more affordable housing closer to jobs, transport and services.
- 5.29 Clause 18.01-1 integrated Transport: Land use and transport planning
- 5.30 The policy objective is:
- *To create a safe and sustainable transport system by integrating land-use and transport.*
- 5.31 Clause 18.02-1 Movement networks: Sustainable personal transport
- 5.32 The policy objective is:
- *To promote the use of sustainable personal transport.*
- 5.33 Clause 18.02-2 Cycling
- 5.34 The policy objective is:
- *To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.*
- 5.35 The clause includes several strategies to achieve this objective including to:
- *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, shopping and community facilities and other major attractions when issuing planning approvals.*
- 5.36 Clause 18.02-4 Management of the road system
- 5.37 The policy objective is:
- *To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.*
- 5.38 Clause 18.02-5 Car parking
- 5.39 The policy objective is:
- *To ensure an adequate supply of car parking that is appropriately designed and located.*

**Local Planning Policy Framework (LPPF)
Municipal Strategic Statement (Clause 21)**

- 5.40 Clause 21.03 (Key Influences) identifies that future housing need and residential amenity are critical land-use issues. The MSS acknowledges that there is a general trend towards smaller household size as a result of an ageing population and smaller family structure which will lead to an imbalance between the housing needs of the population and the actual housing stock that is available.
- 5.41 This increasing pressure for re-development raises issues about how these changes affect the character and amenity of our local neighbourhoods. In meeting future housing needs, the challenge is to provide for residential redevelopment in appropriate locations, to reduce pressure for development

in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents.

5.42 Clause 21.09 (Activity Centre and Commercial Areas) outlines that *principal, major and identified neighbourhood activity centres will be the focus of increased residential growth and development*. In particular, Doncaster Hill Principal Activity Centre will:

- *Challenges mainstream community planning and building design to achieve desired environmental outcomes.*
- *Provides more local jobs to reduce journey to work trips.*
- *Provides housing where residents may walk to facilities and services.*
- *Encourages reduced levels of car ownership and increased public transport usage.*

5.43 The vision for Doncaster Hill Principal Activity Centre is outlined in Council's *Doncaster Hill Strategy (2002)* and includes:

- *To implement the objectives of Melbourne 2030 in respect of Principal Activity Centres as a focus for retail, social, commercial, entertainment, civic and residential uses.*
- *To integrate ecologically sustainable development principles and techniques into every facet of the design, construction and operation/occupancy stages of new development to raise the aspirations of all users, appropriate for a city looking towards a long-term, responsible and sustainable future.*
- *To ensure that built form outcomes demonstrate the use of contemporary architecture combined with innovative urban design and building techniques that incorporate ecologically sustainable design principles.*
- *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
- *To encourage high density, high rise residential development.*
- *To provide a greater diversity of dwelling types.*
- *To alleviate pressure for more intense residential development in established urban areas.*
- *To reduce travel demand and change travel behaviour.*
- *To promote the development of sustainable transport options.*
- *To meet the future infrastructure requirements of Doncaster Hill in a comprehensive, timely and equitable way.*
- *To develop an integrated mixed-use precinct for Doncaster Hill Activity Centre which provides for an appropriate mix of uses and functions on a location specific level, including the provision of:*
 - *mixed uses within buildings, particularly along boulevard locations*

- *small scale retail opportunities at ground floor level in conjunction with other mixed use developments*
 - *additional commercial/office floor space*
 - *flexible floor spaces within buildings to ensure life cycle adaptability.*
- 5.44 As previously noted, the subject site is located in Sub-Precinct 3C.
- 5.45 Clause 21.10 (Ecologically Sustainable Development) highlights Council's commitment to ESD and outlines a number of ESD principles to which regard must be given. These relate to:
- *Building energy management*
 - *Water sensitive design*
 - *External environmental amenity*
 - *Waste management*
 - *Quality of public and private realm*
 - *Transport.*

Local Planning Policy

- 5.46 Clause 22.08 (Safety through urban design) is relevant to this application and seeks to provide and maintain a safer physical environment for those who live in, work in or visit the City of Manningham. The policy seeks attractive, vibrant and walkable public spaces where crime, graffiti and vandalism is minimised.
- 5.47 Clause 22.09 (Access for disabled people) is relevant to this application and seeks to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person.

Particular Provisions

- 5.48 Schedule Clause 52.01 (Public Open Space Contribution and Subdivision) applies to all land in the Doncaster Hill Activity Centre. At the time of land subdivision, a 5% public open space contribution is required to Council for the purpose of funding public open space.
- 5.49 Clause 52.05 (Advertising Signs) is relevant to the signage component of this application. The Clause provides decision criteria which seek to retain quality visual amenity and limit signage clutter.
- 5.50 Clause 52.06 (Car Parking) is relevant to this application and must be read in conjunction with Schedule 1 to Clause 45.09 Parking Overlay – Doncaster Hill Principal Activity Centre. The design standards for car parking provided at Clause 52.06-8 of the Scheme are required to be met unless the Responsible Authority agrees otherwise
- 5.51 Clause 52.07 (Loading and Unloading of Vehicles) seeks to set aside land for loading and unloading of commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety.
- 5.52 Clause 52.29 (Land adjacent to a Road Zone Category 1) is relevant as the subject site sits adjacent to Doncaster Road - a road under the jurisdiction of the Roads Authority (VicRoads).

- 5.53 Clause 52.34 (Bicycle Facilities) is applicable to this application. The statutory bicycle parking requirements are that in developments of four or more storeys, 1 bicycle space must be provided to each 5 dwellings (for residents) and 1 bicycle parking space for visitors is required for every 10 dwellings. The commercial component generates a requirement of 1 bicycle space per 300 sqm of floor area (for employees) and 1 bicycle space per 500 sqm (for visitors). Shower and change facilities are also required For Bunnings pursuant to this Clause.
- 5.54 Clause 52.35 (Urban Context Report and Design Response for Residential Development of Four or More Storeys) requires a development of four or more storeys to be accompanied by an urban context report and a design response. As outlined above, this was submitted with the amended permit application.
- 5.55 Clause 52.36 (Integrated Public Transport Planning) is also relevant to this amended application. The Clause provides Public Transport Victoria (PTV) a statutory opportunity to condition or reject major development applications based on their impacts on the operation of public transport.

General Provisions

- 5.56 Clause 65 (Decision Guidelines) outlines that before deciding on an application, the Responsible Authority must consider, as appropriate:
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *The purpose of the zone, overlay or other provision.*
 - *The orderly planning of the area.*
 - *The effect on the amenity of the area.*

6 REFERRALS

- 6.1 VicRoads is a statutory referral authority under the Manningham Planning Scheme.
- 6.2 On 29 February 2016, VicRoads advised Council that they have assessed the proposed amended planning permit application and have no objection to the proposed amendment to the planning permit in accordance with the submitted plans.
- 6.3 On 24 June 2016, VicRoads advised Council that they reviewed the proposed amended planning permit and accept that conditions should be changed to reflect the current plans. To that end, VicRoads requires Council to apply a total of nine (9) conditions on any amended planning permit/notice of decision to grant a planning permit that is issued. The conditions sought by VicRoads are generally consistent with the proposed amended planning permit but reflect the altered staging arrangement.
- 6.4 Public Transport Victoria (PTV) is also a statutory referral authority pursuant to the Manningham Planning Scheme.
- 6.5 PTV have also provided a referral response (dated 10 June 2016) agreeing to the amended proposal adjusting the original conditions to reflect the amended proposal.

- 6.6 A number of conditions typically required by internal referral authorities, such as those relating to an OSD system and Management Plans, are already included on the existing permit (and will remain on the amended permit). As such, these requirements do not feature in the summary response from internal Service Units below.
- 6.7 The application was referred to a number of Service Units within Council and the following table summarises their responses:

Service Unit	Comments
Engineering and Technical- Vehicle Crossings	<ul style="list-style-type: none"> • All infrastructure to be clearly shown in proximity to crossovers. • Adequate clearances and relocation of services are required to facilitate crossovers. • The southern crossover to Tower Street is steep and re-grading of footpath is required. Part of the column lies within the accessway. This needs to be addressed.
Engineering and Technical – Staging	<ul style="list-style-type: none"> • Stage 1 and Stage 2 requires to be separately shown on plans with relevant notes. • The applicant requires providing more information regards to the car spaces below the accessway ramp from Doncaster Road at Stage 1. More information of the method of construction is required.
Engineering and Technical – School Consultation	<ul style="list-style-type: none"> • School consultation is required with regards to the crossover and Stage 2 lane widening. Location of school crossing and angle parking is required to be shown.
Engineering and Technical - Car Parking Layout/Access	<ul style="list-style-type: none"> • Truck swept paths are within the columns shown on the Ground floor Plan. • Car spaces proposed must not be affected by the waste truck swept path analyses. • Need to include wheel stops to tandem car spaces.
Engineering and Technical- Waste Services	<ul style="list-style-type: none"> • Waste Truck Access needs to be reviewed.
Economic and Environmental Planning - Urban Design	<ul style="list-style-type: none"> • The height and treatment of the podium on the Doncaster Road frontage of the site satisfies the requirements of the Scheme. • The southern face of the Stage 1 residential tower is suitably articulated, however, there is a

Service Unit	Comments
	<p>lack of clarity and detail about the materials proposed for use on the southern facade of the Stage 1 residential tower and it is recommended that greater detail and material swatches be provided.</p> <ul style="list-style-type: none"> • The glazing and vertical elements proposed for the western face of the Stage 1 lift well is an appropriate design response and will allow for natural light access in the stairwell. The triple-height glazing above the Tower Street residential entry is an appropriate design response. • The splay on the south-western corner of the building at ground level will provide a generous width for the pedestrian path to wrap around this corner. Suggests that the boulevard treatment extends up to the facade of the building on this corner in the same way that it does on the Doncaster Road frontage of the building to provide wide physical access around this corner. • The treatment to the northern side of the proposed Bunnings is appropriate. Effort has been made to break up the massing of the large exposed basement wall on the northern face of Stage 1. • The construction of the proposed Council Street ingress/ egress presents some concerns in respect of vehicular noise to neighbouring Berkeley Street properties. Consideration should be given to enclosing the ramp. • Regarding the main residential entry for Stage 1, recommends the ground plan be used as a way of distinguishing the residential entrance from the commercial store. • Greater amount of detail is required in the future regarding boulevard treatment. • Recommends a reduction in the no. of bicycle loops along the Doncaster Road frontage of Stage 1. • Notes there is a slight encroachment of the residential tower Stage 1A into the prescribed side setback from the western boundary. The road reserve is very large for the portion of this

Service Unit	Comments
	<p>frontage which separates the building from Tower Street, and given this will not be a busy pedestrian-way. No concern is expressed regarding this.</p> <ul style="list-style-type: none"> • In relation to the Stage 2A building, recommends that additional building stepping be incorporated to provide a more gentle transition of scale towards the northern boundary and to reduce the visual mass of the tower when viewed from the north. This is particularly important on the north-eastern corner of the building. To achieve this will require, as a minimum, the deletion of the corner-most apartments on levels 4 and 5, the single apartment to the immediate south of this on both levels 4 and 5, and the two-bedroom apartment to the immediate west of the corner apartment, on levels 4 and 5. (Total of 6 deleted apartments). • Notes there is a slight encroachment of the residential tower of Stage 2B into the prescribed 15 metre setback but expresses no concern regarding this. • Only a small proportion of apartment bedrooms in Stages 1, 2 and 3 will rely on borrowed light, which is positive. • No balconies within the development are less than 8 square metres and the vast majority of balconies are 9 square metres or greater, which is positive.

7 CONSULTATION

- 7.1 The original permit application was advertised by the sending of notices to adjoining and nearby properties together with the placement of three (3) large notification signs across each frontage for a four (4) week period across January/February 2016.
- 7.2 The application has attracted five (5) objections from the following properties:
- No. 5 Berkeley Street, Doncaster
 - No. 21 Council Street, Doncaster
 - PO. Box 431, North Balwyn
 - 14 Maude Avenue, Doncaster East
 - 1/90 Willow Bend, Bulleen.

7.3 Initially, an objection was also received from Scentre Group (Scentre Management Limited), the owner and operator of Westfield Doncaster. This objection has since been withdrawn.

7.4 The grounds of objection are summarised as follows:

Grounds:

- Increased emphasis on Bunnings (retail) in the amended plans, rather than residential development
- Adverse Impacts to the Public Realm
 - Visual Intrusion of Southern Elevation
 - Inappropriateness of increased Bunnings Signage to Doncaster Road
- Adverse Amenity impacts to Adjoining Properties
 - Odour from Bunnings' Garden Centre (5 Berkeley Street)
 - Noise
 - Other Amenity Impacts relating to the use (e.g. Storage/Placement of Gas Bottles)
 - Visual Bulk to the rear (5 Berkeley Street)
 - Insufficient setback for Entry/Exit Accessway along Northern Boundary (5 Berkeley Street)
 - Overshadowing Implications
- Traffic & Car Parking Issues
 - Increased Truck Movements/Light Vehicles Utes/Vehicles with Trailers (50% increase in timber trade)
 - Use of car parking spaces for alternative means (storage, hire trailers, gas bottles)
 - Roadworks to Doncaster Road to be approved by VicRoads
- Extent of Public Notification (Not notifying original objectors to the original application)
- Issues with representations made in the Planning Consultant's Report
- Insufficient Permeability on the site
- Staged Permit will create further disruption (5 Berkeley Street)
- Requested Conditions (5 Berkeley Street)

7.5 A response to those grounds of objection now follows under the below headings:

Increased emphasis on Bunnings (retail) in the amended plans, rather than residential development

7.6 It is acknowledged that the amended proposal does increase the floor area of Bunnings by 620 square metres. It is also acknowledged that the proposal

reduces the number of apartments substantially, and decreased retail floor space as well.

- 7.7 The ACZ1 does not prescribe minimum or maximum floor spaces associated with uses, rather it requires uses to be carried out in conjunction with one another. A 5-10% increase in the floor area of Bunnings as part of the amended proposal is not considered to be a significant issue having regard to relevant planning considerations. Car parking is clearly satisfied and the potential for a slightly greater patronage and attendance on the site by larger vehicles associated with loading/unloading are appropriately catered for. Road mitigation measures required by the original approval remain on the amended permit notwithstanding a significant reduction to apartment dwelling numbers.

Adverse Impacts to the Public Realm

- 7.8 It is acknowledged that the amended proposal makes some substantial changes to the presentation of the development to Doncaster Road. Nevertheless, the presentation to Doncaster Road has been assessed on its merits against the relevant provisions of the Manningham Planning Scheme, in particular the objectives and policy requirements of the ACZ1 and deemed to be satisfactory. Furthermore, Council's Urban Designer has considered the proposal and provided advice which has resulted in some improvements to the façade, particularly at the south-western end of the site, in order to improve the articulation and visual interest of the development to enhance its contribution to the Doncaster Road streetscape and the wider public realm.
- 7.9 In respect of the revised advertising signage, Council officers consider the proposed signage package to be successfully integrated into the built form in a manner specifically sought by the Planning Scheme. Officers do not consider the two hammer logos to be visually intrusive, to the contrary, they are symbols associated with the business use which are tastefully incorporated into the architecture of the façade at the south-east and south-west corners of the Bunnings store. The more substantial Bunnings business identification sign is clearly a more prominent example of signage than was evidenced on the original approval. However, as a consequence of the amended proposal, the scale of the Bunnings building has been increased with the built form now extending approximately 2/3rds of the width of the Doncaster road elevation and the height of the podium increasing also. Consequently, it is considered reasonable for the size of the signage to increase. Given the increased surface area of the Stage 1 podium and the sign's level of integration with the podium, the increased signage is considered appropriate.

Adverse Amenity impacts to Adjoining Properties

- 7.10 A number of the external amenity related objections to the amended proposal, for example those relating to odours and noise associated with the land use as a Bunnings are considered matters which were considered at the time of the original proposal's assessment and are thereby outside the scope of this amendment (*NB: It is not considered that the relatively minor increase in the floor area attributed to Bunnings warrants a reconsideration of these matters*).

- 7.11 However, a number of the amenity based objections are relevant to the amended proposal as setbacks and the visual massing and appearance of the northern elevation has changed.
- 7.12 In respect of building setbacks, Stage 1 and Stage 2 buildings generally achieve the 4.5 metre setback to the northern rear boundary, as recommended in the ACZ1. While the basement of the Stage 1 of the building is raised (relative to the original proposal), this is offset by its more generous setback to the northern boundary at the tower level of both Stages 1 and 2 to residential properties in Berkeley Street, including the apartment development at 7-11 Berkeley Street.
- 7.13 In respect of visual bulk concerns, Council's Urban Designer has made a number of specific recommendations to the project architect to enhance the visual amenity for residents with a direct interface with the northern elevation. This has included alterations to materials at the Bunnings levels and a more sympathetic treatment to the facade of the basement wall in an endeavour to reduce its scale and improve the visual interest of this elevation. Having regard to the Section 57A amended plans, Council's Urban Designer is now satisfied with the manner in which the large exposed basement wall on the northern face of Stage 1 of the development has been treated.
- 7.14 With the exception of the objector at 5 Berkeley Street, it is noted that visual bulk related objections have not been received from any other abutting property who would be directly affected by the northern elevation. Rather they have been submitted by objectors living elsewhere who have raised this as a ground for Council officer consideration.
- 7.15 In regards to the objector at 5 Berkeley Street, it is considered that the amended proposal provides for substantially increased building setbacks and balcony setbacks which are offset by a minimum of 9 metres from the common boundary.
- 7.16 It is acknowledged however that adjacent to the common boundary with 5 Berkeley Street (and to Berkeley Street properties from Number 5 Berkeley to the eastern boundary of the site) that the width of the area capable of accommodating a landscape buffer has been reduced. Furthermore, the enclosure of the accessway parallel to the northern boundary to the crossover has also been removed as part of the revised proposal. Neither of these adjustments are satisfactory and are significant departures from the approved scheme. As such, a permit condition will require the reinstatement of the 4.5 metre setback in which to achieve landscaping together with the enclosure of the Council street accessway. It is acknowledged that this will potentially require modification to the Stage 2A building. This will also need to be carefully detailed by permit condition. (Condition 1.26).
- 7.17 Lastly, as the objecting property at 5 Berkeley Street finds themselves located on the north side of the development site, it will not be overshadowed by the development.

Traffic & Car Parking Issues

- 7.18 As noted above, a permit condition will require a fully enclosed accessway (as per the original approval) to mitigate any potential amenity impacts to adjoining neighbouring properties.

- 7.19 Notwithstanding any potential increase in the number of truck Movements/Light Vehicles Utes/Vehicles with Trailers, etc, permit conditions on the issued permit seek to control and manage access onto the site. See Conditions 36 to 38.
- 7.20 The use of car parking for this purpose only (rather than for storage or other purposes) can be managed and enforced by existing Condition 20.
- 7.21 Permit conditions, including those required by VicRoads, relating to road works to improve vehicle movements around and into the site will remain and have been added to ensure they are the Road Authority's and Council's satisfaction (as specified in the relevant condition).
- 7.22 VicRoads has expressed no objection to the amended application. They have acknowledged the need to amend existing permit conditions and have provided Council with the nine (9) conditions they require to be included on any amended planning permit to issue.

Extent of Public Notification

- 7.23 As an original objector, one of the objectors has expressed concern at not being notified of the amended proposal.
- 7.24 The Planning & Environment Act 1987 does not require the Responsible Authority to specifically notify original objectors of amended planning permit applications.
- 7.25 As occurred with the original proposal, in order to advertise the amended application to the wider public, Council has provided notice by the use of three large notification signs on each frontage of the subject site for a time period exceeding the requirements of the Planning and Environment Act 1987.

Issues with representations made in the Planning Consultant's Report

- 7.26 Some objectors have concern with representations made in the Planning Report submitted with the amended permit application.
- 7.27 While Council officers are informed by any documentation submitted by permit applicants on any planning application, Council officers undertake our own assessments and make our own enquiries to ascertain the accuracy of the information provided in forming planning decisions.

Insufficient Permeability on the site

- 7.28 It was acknowledged in the original officer's assessment that the initial proposal was a departure from the "highly permeable urban fabric" anticipated for the site at Clause 21.09 of the Manningham Planning Scheme.

Staged Permit will create further disruption

- 7.29 The amendment does not introduce a staged development. The original proposal, as evidenced in the permit preamble and throughout the issued permit, already permitted this approach. While the location of works across the site is proposed to change as a consequence of the amended application, the amendment does not change the number of stages in which the development is anticipated to occur.

Requested Conditions

- 7.30 The objectors at 5 Berkeley Street has outlined a number of matters which are specific to their property and which they seek the permit applicant to address, for example the weekly cleaning of windows which adjoin the subject site. Council officers consider that through measures applied to the existing permit, such as the requirement for a Construction Management Plan, that sufficient and reasonable measures have been applied to the permit to enforce any unreasonable amenity considerations.

8 ASSESSMENT

- 8.1 Section 5 of this report has outlined the purposes and objectives of the ACZ1, including the specific visions for Precinct 3 of the Doncaster Hill Principal Activity Centre in which the site is located. However, the ACZ1 is much more prescriptive than simply listing policy ambitions. The ACZ1 sets a number of mandatory and preferred maximums/minimums for buildings within the Activity Centre. These mainly relate to the scale of the development, such as height and setback distances. The requirements establish a three dimensional building envelope for each site.
- 8.2 The following assessment identifies and considers these mandatory and preferred requirements from the ACZ1, as outlined at Clause 4.4 Design and Development, before moving onto other issues:

Clause 4.4 Design and Development

Building Height – Met, subject to conditions

- 8.3 The maximum building height, as outlined earlier in this report, is a mandatory maximum requirement. The maximum building height permitted for this site by the ACZ1 is 29m. There is a further height allowance of 5.8m attributed to a design element providing a number of criteria can be satisfied.
- 8.4 With the exception of permitted lift overruns and plant equipment (and related screening), the amended proposal appears to comply with the maximum building height permitted by the ACZ1. The northern elevation does not illustrate the 29 metre height envelope, which is anomalous, as all other elevation do. As such, a permit condition (Condition 1.25) will require the northern elevation to demonstrate full compliance with the maximum height limit of 29 metres and for the 29 metre height envelope to be depicted on this elevation.
- 8.5 As with the original proposal, there is no request to consider a design element as part of the amended development.

Buildings Setbacks

Front Setback - Met

- 8.6 A permit cannot be granted to vary the front setbacks, including the front podium and front tower setbacks. As such, the requirement to achieve a 5 metre setback at the podium level and a 15 metre setback to the front tower edge are both mandatory requirements. There is scope for:

Minor buildings and works such as verandas, architectural features, balconies, sunshades, screens, artworks and street furniture may be constructed within the setback areas specified in the precinct provisions at Clause 5 of this Schedule

- 8.7 At all podium levels, the proposed front setback to Doncaster Road is compliant with the mandatory setback pursuant to the ACZ1. Indeed, at ground level, due in part to the uneven alignment of the site boundary, the front setback to the existing property boundary ranges between 7-9 metres (The retail component associated with Stage 2 proposes a minimum 7m setback, whereas the Bunnings development is at a minimum 8.5m).
- 8.8 Recalling that the road works forming part of the original approval will result in a modified (reduced) property boundary to Doncaster Road (Stage 2), a 5 metre setback is also achieved for the “new” property boundary. Proposed development plans show the proposed podium level to achieve a 5 metre setback to the new front (southern) property boundary.
- 8.9 Inclusive of balconies, podium levels (i.e. ground level to level 3) all maintain setbacks in excess of 5 metres.
- 8.10 Inclusive of balconies, the tower level (Level 4 onwards) are also compliant with Scheme’s requirements of a minimum 15 metre setback requirement.
- 8.11 Consistent with the aspirations of the Doncaster Hill Strategy and the ACZ1, the appropriate setbacks to Doncaster Road will comfortably facilitate the achievement of a boulevard treatment as part of the revised proposal.

Side and Rear Building Setbacks - Met, subject to conditions

- 8.12 There are preferred minimum requirements relating to side and rear setbacks (i.e. they can be varied by a permit). The minimum setback from a side (or rear) boundary is 4.5m. As for the front setback, there is provision for elements such as balconies, sunshades and screens to be constructed within the specified setback *“provided they are designed and located to the satisfaction of the responsible authority”*.
- 8.13 To the existing side boundary to Council Street (to the east) the proposal achieves a compliant minimum 4.5 metre building setback at all levels. Courtyards and balconies at the north-east corner of the Stage 2A building encroach into this 4.5 metre setback. This is considered acceptable with balconies offering articulation to the built form and increase internal amenity for future occupants by the provision of more generous open spaces.
- 8.14 Recalling that the road works forming part of the original approval will result in a modified (reduced) property boundary to Council Street (as well as Doncaster Road), it is noted that the proposed side boundary to Council Street will experience a 500mm encroachment into the side setback by the south-eastern most apartment in Stage 2B. Given setbacks to Council Street are greater than the original approval, this minor encroachment into a “proposed” boundary is not considered to be an issue.
- 8.15 It is proposed to construct to the title boundary to the western property boundary. This is a departure from the original approval which provided a 4.5 metre setback from ground level onwards (basements were approved to the title boundary under the original scheme).
- 8.16 This is a substantial change in the amended proposal and arises from the reconfigured layout, namely that the Bunnings Stage 1 development is now situated adjacent to Tower Street (rather than a residential mixed use development). The permit applicant sees no benefit in a 4.5 metre setback to its interface with the collector road adjoining Westfield Doncaster. Council officers agree. By virtue of the change in land use to a Bunnings at this

location (the lower levels of the Stage 1 building), the Tower Street interface now becomes a more commercial one. Given the proposed character of this interface, it is agreed that the requirement for a 4.5 metre setback is not a critical one. It is considered reasonable to allow the reduced setback to the western property boundary, as proposed.

- 8.17 To the rear, northern elevation, building setbacks associated with both Stages 1 and Stage 2A appear to be 4.5 metres or very close to. In some areas, dimensions are not clearly provided although appear to scale to 4.5 metres. In any event, a permit condition will ensure building setbacks are no less than 4.5 metres (Condition 1.26 and 1.27).
- 8.18 However, a critical change is the proposal to reduce the landscape buffer and remove the wall enclosing the Council Street vehicle accessway. From an amenity perspective, this is not a good planning outcome. Given the necessity of the wall to address noise and other amenity considerations, a permit condition will require the wall to the accessway reintroduced and to be setback 4.5 metre setback from the property boundary in adherence to the requirements of the Zone and to accord with the original approval. In addition, the northern elevation will need to be corrected to accurately depict the levels associated with the accessway along this boundary. In the section between Number 5 Berkeley Street and the eastern property boundary, there is presently ambiguity with the plans (Condition 1.26).

Overshadowing - Met, subject to conditions

- 8.19 Clause 4.4 of the ACZ1 provides that development within the Zone should not overshadow adjacent properties outside of the activity centre between the hours of 11am and 2pm on the 22 September. The development causes no such shadow during these times.
- 8.20 The ACZ1 (at this Clause) also provides that development on the north side of Doncaster Road must not overshadow more than 1.2m beyond the back of kerb on the southern side of Doncaster Road between 11.30am and 1.30pm on 22 June.
- 8.21 As amended shadow diagrams were not submitted as part of the Section 57A Application, these will be required to be submitted as part of Condition 1 to accurately demonstrate shadow implications to the south. From shadow diagrams provided as part of the advertised application, it is evident that during the winter solstice, most of the shadow cast by the development will fall on Doncaster Road. However, to the extent that areas south of the back of the kerb, and a small section of the footpath on the south side of the road are affected, the existing Condition 1 (Condition 1.11) requirement relating to the adherence to the requirements of the ACZ1 will be retained on the permit and modified accordingly to meet the requirements of the Zone, i.e. that the amended development must not cast a shadow further than 1.2m south of the back of kerb on the south side of Doncaster Road between 11:30am and 1:30pm on 22 June (Condition 1.9).

Landscape Design - Met, subject to conditions

- 8.22 A landscape design response has been proposed to soften the impact of the built form to its northern interface, to contribute positively to the Doncaster Hill boulevard and to provide enhanced internal amenity for future apartment occupants.

- 8.23 In addition, the updated Concept Landscape Plan prepared by Tract Consultants evidences the project's commitment towards a temporary landscape solution for the land comprising Stage 2.
- 8.24 The proposal seeks to maintain a landscape buffer directly abutting the boundary common with Berkeley Street properties. Notwithstanding there is some encroachments into these setback areas as a consequence of the amended proposal (particularly where there is a reduced width in the landscape buffer opposite the boundary with Number 5 Berkeley), officers consider that there is still adequate spacing between the internal service road and the property boundary in which to achieve an appropriate and dense, landscape buffer.
- 8.25 An existing permit condition, Condition 11, provides for a more detailed landscape plan to be provided prior to the commencement of Stage 1. Among other things, this requires further detail in regards to interim landscaping treatments and Doncaster Hill trademark boulevard tree planting. These conditions will be retained on the amended planning permit.

Boulevard Character - Met, subject to conditions

- 8.26 The ACZ1 sets a boulevard character requirement for development along Doncaster, Williamsons and Tram Roads.
- 8.27 Along Doncaster Road, the development provides for a generous setback from the building's frontage in which to facilitate the boulevard tree planting sought by the Scheme. Indicative boulevard tree planting has been notated on both development and landscape plans to demonstrate the achievability and commitment towards this strategic streetscape outcome. The Condition 1.3 requirement relating to the depiction of the Boulevard treatment to be provided in accordance with Part D of Council's Doncaster Hill Strategy will be retained on the amended planning permit. Council's Urban Designer has specifically sought greater detail to be provided at a later stage. It is considered existing permit conditions (both at Condition 1 and that attached to the Landscape Plan condition) will ensure an appropriate level of detail will be provided prior to the commencement of the development.

Access and Mobility - Met, subject to conditions

- 8.28 As relevant to this application, Clause 4.4 of the ACZ1 requires new development to provide a high level of accessibility at the principal front entry for any residential development and to comply with the Australian Standard AS1428 Part 2 provisions for access and mobility.
- 8.29 While the southern elevation appears to illustrate "at grade" access into the Stage 1 development, finished floor and surface levels seem to suggest that this may not be the case. A permit condition will require a 1:20 grade access into the Bunnings development with relevant modifications to be made to the built form, if required. Finished surface and floor levels will need to be clearly notated demonstrating such access (Condition 1.29).
- 8.30 Access to Stage 1 from the western side of the building is the secondary access point. Although existing surface levels are not shown, the residential lobby area (with a RL of 118) is proposed to be approximately 2 metres lower than the ground level at the property boundary. This is not a good outcome. While it is not the primary access point, it will be necessary to lower the levels in the road reservation immediately abutting the site to provide for a gradual,

more sympathetic entry into the building and to avoid an extensive flight of stairs from footpath level (Condition 1.30).

- 8.31 In terms of Stage 2, further detail is required at both the entry to the retail premises and at the entry point to the residential development along Council Street to demonstrate accessibility. A disability access ramp is shown forming part of the design to the Stage 2 development. The ramp should comply with a grade no steeper than a 1:20.
- 8.32 Subject to the achievement of the above requirements, it is considered that the proposal can provide an appropriate level of accessibility.

Clause 8 Decision Guidelines

- 8.33 Clause 8 of the ACZ1 sets out a series of Decision guidelines, requiring the Responsible Authority to consider a series of guidelines under the headings of use, design and built form, access and subdivision.
- 8.34 Clearly, subdivision is not applicable in this application.
- 8.35 Also, given the amended planning permit application does not alter the proposed land uses, it is not considered relevant to assess the proposal against the use related decision guidelines.
- 8.36 As such, consideration of the amended proposal against the “design and built form” and “access” guidelines, now follows:

Design and Built Form – Considered Met, subject to conditions

- 8.37 The series of mixed-use buildings scaling up to eight/nine levels above natural ground level will provide a bold statement to Doncaster Road.
- 8.38 Stage 1 encompassing the Bunnings restricted retail and trade supply uses, together with residential above, will see the realisation of a dynamic and robust built form across the Doncaster Road streetscape and a more commercially devised façade across the western elevation.
- 8.39 In sympathy with the land fall along Council Street, the Stage 2 retail and residential towers have generally been designed to step down with the natural fall in the topography. The redesigned towers have been designed to integrate with the Council Street streetscape both in the context of proposed residential and retail.
- 8.40 While generally respecting the residential interface to its northern neighbours, the amended Stage 2 design also respects its interface with properties on the east side of Council Street namely the heritage protected Old Shire Hall and the Doncaster Primary School.
- 8.41 In terms of each elevation, the amended southern elevation provides a higher podium, relative to the original approval, resulting in a building height above the Doncaster Road footpath level of 14.2 metres (Stage 1). The increased height of the podium is consistent with the ACZ1 and podium setbacks are in accordance with the original approval (and the ACZ1).
- 8.42 At ground level, the breadth of the Bunnings building extends wider across the site. Rather than three distinct built forms with individual entry points, the revised proposal now addresses Doncaster Road with one prominent building façade (taking up approximately 2/3rds of the frontage), to be complimented in

time by a second, more narrower building (to constitute approximately the remaining 1/3 of the frontage) at the Doncaster Road/Council Street corner.

- 8.43 Notwithstanding this dramatic alteration to the approved Doncaster Road streetscape, the proposal meets the requirements of the ACZ1 in respect of heights and setbacks. In addition, through design techniques employed across the front facade, it also maintains an appropriate distinction between the podium and tower levels at both Stages 1 and 2B towers.
- 8.44 As in the original proposal, it is considered that the design of Stage 1's podium is appropriately distinct, yet complementary to the Stage 1 tower.
- 8.45 The use of glazing remains quite prominent across the entire streetscape elevation which is consistent with the original approval (and for internal amenity reasons considered important given the southerly orientation). The podium level of Stage 1 retains the use of vertically aligned, grey coloured aluminium fins to ground and define the Bunnings component of the development. This is now complimented by the integrated use of two red hammer logos at either end of the Stage 1 podium which assist with the business' brand identification, whilst for urban design purposes, provides a pop of colour to provide a welcome and noteworthy contrast to the more subdued, grey colour palette. It is considered that the signs are appropriately located and are consistent with the signage expectations as expressed in the ACZ1, namely they are sized to complement the scale of the building, integrated with the podium, limited in number and avoid visual clutter.
- 8.46 The tower (consisting of the residential component) is not only recessed by 15 metres from the property boundary (in compliance with ACZ1 setback requirements) but is characterised by a completely different architectural expression. This demonstrates an appropriate design response having regard to the desire of the Planning Scheme to distinguish between podium and tower components. Aluminium fins have dropped off at the residential tower level of Stage 1.
- 8.47 Activation of the Doncaster Road public realm will be maintained by the amended proposal. At Stage 1's ground level, the transparency of the façade associated with the Bunnings store is retained with the use of low-emissivity glass – being clear, energy-efficient glass designed to prevent heat escape. Permit conditions remain on the permit which ensure the glazing of the store will remain transparent to ensure an activate frontage will be maintained
- 8.48 The design of the ground level, retail premises associated with Stage 2 similarly uses low-emissivity glass to offer connectivity with the public realm. The layout of the retail ground floor space also provides a street setback which could be attractive to a potential food and drink premises use. This further activates the Doncaster Road streetscape in accordance with Activity Centre aspirations.
- 8.49 The Stage 2B building retains the use of feature brickwork at the podium level but exhibits a very different architectural expression at both podium and tower levels.
- 8.50 A discernible change is that Stage 2B's podium, at 11 metres, will be lower than that proposed for the Stage 1 tower by more than 3 metres (i.e. a storey). This will be viewed as providing a transition across Doncaster Road from west to east (i.e. from the commerciality of the Westfield complex, to the Stage 1 hybrid commercial/ residential development of Bunnings to a mixed use, to the

“residential feel” of the Stage 2 development). The splayed design at the south-east corner of the Stage 2B building is articulated by the provision of a canopy treatment which extends over the paved area and offers a design response that “opens up” this corner and invites the pedestrian to continue around the corner towards the Council Street residential apartment entry forecourt. Some detailed design work has been prepared as part of the development plan set to demonstrate the design of the entry forecourt with the Council Street footpath evidencing a good level of connectivity and integration. That said, a Condition 1 requirement will require a series of finished levels to be provided along Council Street to demonstrate level differences and address any level issues that may arise with an appropriate treatment, for e.g. landscaping.

- 8.51 The eastern elevation is, in many respects, considered to be a significant improvement to the original approval as it provides a greater setback to the Doncaster Road/Council street intersection, improves sight lines to the heritage building (on the east side of Council Street) and provides a 9 metres separation between Stage 2A and 2B towers (where previously it was only large continuous built form). It retains the general principle adopted in the approved scheme of *“stepping down with the natural landform to the north”* but due to its more residential feel and substantial physical separation, offers a more sympathetic building at street level and when viewed at a distance from a south-easterly or direct easterly position on Council Street (and from land further east).
- 8.52 Articulation is offered in both Stage 2A and 2B buildings with the redesigned proposal drawing on a similar range of materials, colours and finishes as per the original approval. Most notably, the eastern elevation continues to rely on the use of aluminium louvers and coloured balustrades to provide visual interest. As viewed from the south-east, Stage 2A recedes from Council Street with a gradual increased setback stepping back from approximately 6 metres to 8 metres. This is considered to be a positive and sympathetic design response.
- 8.53 However, the northern end of the Stage 2A tower (as would be viewed from an easterly position on Council Street) presents as a vertical, linear form from “Level 3” right up to “Level 8”. In other words, six levels of purely residential will sit elevated above the Council Street vehicle entry without any stepping or recessing of levels from the northern boundary. To better accord with the precinct objectives regarding stepping of the built form down the hill, it is considered appropriate to require, by permit condition, the stepping of the northern elevation of Tower 2A away from the northern boundary by the deletion of a number of apartments at Levels 5 and 6. This condition is supported by Council’s Urban Designer who encouraged this response in her initial feedback to the permit applicant and has further confirmed its necessity in final referral advice. Notwithstanding a 9 metre setback is provided to the northern boundary, and a similar response was approved as part of the original approval, it is considered that the modified design response in the current amended scheme warrants a more sympathetic, stepped outcome to the residential land to the north. As such, a permit condition will require this modification (Condition 1.32).
- 8.54 The northern and eastern elevations will also need to be amended to accurately depict the balconies at the north-east corner of the Stage 2A building, which indeed protrude beyond the wall (Condition 1.33).

- 8.55 The northern elevation proposes setbacks to its residential interface with Berkeley Street properties which are greater than approved under the original permit.
- 8.56 While the original approval had consistent 4.5 metre wall setbacks to all buildings – Bunnings and the two residential towers, Stage 1 setbacks to the northern boundary increase from 4.5 metres at the podium level to between 9-10 metres at the tower level. Residential towers associated with the original approval also had a series of balconies encroaching into the 4.5 metre setback with a typical 3.7-3.8 metre setback to the northern boundary.
- 8.57 Stage 2 setbacks to the northern boundary are even more generous ranging from 9 metres to 16 metres. Significantly, no balcony is situated closer than 9 metres to the northern boundary.
- 8.58 Notwithstanding the more generous setbacks under the proposed scheme, admittedly, the building sits higher out of the ground at the rear of the site. In recognition of this, some substantial design detail changes have been negotiated to improve the visual amenity for Berkeley Street apartment dwellers and other property owners/occupants residing in Berkeley Street. These measures include the use of exposed brickwork (rather than textured concrete) to treat the Bunnings basement wall and the use of horizontal louvered panels and green coloured perforated powder-coated metal panels (rather than polycarbonate sheeting) to the retail space above. Council officers consider the outlook back to the site is an improved one as a result of these treatments.
- 8.59 The western elevation has been transformed from a chiefly residential façade to one that exhibits a commercial development with elements of residential. As such, this elevation is dramatically different to the one which forms part of the original approval. Furthermore, this elevation now sits closer to Tower Street than the original approval, and this coupled with its altered design detail, has resulted in Council's Urban Designer providing some specific feedback to improve articulation and visual interest. The advice has generally been adopted in the Section 57A plans so as to improve the treatment of this façade as it would be viewed from Westfield and further west (as well as south-west from Doncaster Road). In particular, the design of the lift core has been substantially reworked to "lighten" its feel. The introduction of glazing to the lift core improves the elevation while also offering internal amenity benefits. A three-storey vertical detail has also been introduced and is deemed appropriate.
- 8.60 Horizontal detailing in the form of aluminium fins atop the Bunnings store wraps around the southern façade to its culmination atop the apartment building's side pedestrian entry. Elements of colour are now also introduced to this elevation by the use of perforated aluminium panels in green at the northern-western end.
- 8.61 A variety of materials, colours and finishes are indicated for use across the relevant elevation plans and encompassed in a relatively detailed materials schedule to evidence the commitment to some interesting finishes, which in combination, will articulate the built form. In respect of the southern facade of Stage 1, there is somewhat of a lack of clarity and detail about the materials proposed for use. Given the importance of the combination and mix of materials, colours and finishes, a permit condition will seek greater clarity to

ensure intended finishes to all elevations are clearly represented on elevation plans and are satisfactory to articulate the built form (Condition 1.1).

- 8.62 As mentioned earlier, a splayed corner introduced at ground level will assist with pedestrian sightlines and the connections between the Doncaster Road boulevard and footpath connections northwards along Tower Street. Council's Urban Designer recommends the continuation of the boulevard treatment to this edge – a matter that can be addressed by permit condition (Condition 11.3).
- 8.63 It is concluded from the above consideration of the design and built form response that the amended proposal:
- 8.63.1 Makes a positive architectural contribution to the Doncaster Road streetscape;
 - 8.63.2 Provides a respectful interface across Council Street (subject to condition 1.32 requiring the stepping back of the upper levels of Stage 2A from the northern boundary);
 - 8.63.3 Recognises its more proximate relationship to Westfield Doncaster, and as such, provides an appropriate design response to this commercial interface; and
 - 8.63.4 Notwithstanding the constraints of a Bunnings "back of house", maximises the extent of visual interest so as to mitigate visual bulk concerns to apartment dwellers and other residential occupants sharing the common boundary to the north.

Access

Car Parking

- 8.64 Schedule 1 to Clause 45.09 of the Manningham Planning Scheme requires the proposed mixed-use building to provide a total of 462 spaces in accordance with the car parking rates outlined at the Table to Clause 2 of this provision. The development supplies a total of 683 car parking spaces across three levels of basement car parking which greatly exceeds the statutory requirement. Furthermore, sufficient parking is provided for each stage of the development.
- 8.65 Within Stage 1, car parking is located at Basement Level 3 for the residential apartments and at Basement Levels 1 & 2 for the Bunnings development. Given the levels for the different uses are sufficiently separated, it is not considered necessary to allocate them other than visitor car parking spaces should be identified. It is noted that there are no three bedroom apartments so as to warrant the convenient allocation of spaces in this regard.
- 8.66 Within Stage 2, the retail use will warrant an allocation relative to residential dwellers and visitors. This is a matter that can also be addressed by permit condition (Condition 1.37 and 1.38).
- 8.67 Clause 52.06 provides guidance in terms of car parking design and sets out a number of design standards that a permit application should meet. The proposal has been considered against these requirements by Council's Engineers and the proposal is considered compliant, subject to a series of conditions including meeting sight lines required by Design Standard 1.
- 8.68 Council's Engineers have reviewed the design and layout of car parking having regard to the placement of columns, aisle widths, car parking dimensions, driveway grades, etc. They have identified no issues internal to either proposed basement.

In addition to allocation on the relevant basement floor plan, a permit condition will require the Development Summary Table to be updated to reflect apartment and retail floor space allocation.

Vehicle Access & Traffic

- 8.69 All conditions on the original permit relating to vehicle access arrangements and road mitigation works are proposed to remain, including those imposed by the statutory referral authority VicRoads (albeit in amended form). Given the slightly reduced intensity of the overall development (removal of approximately 100 apartments), this is considered an improved outcome with respect to any perceived or actual off-site amenity impacts.
- 8.70 To this end, road works will need to occur in Council Street and Doncaster Road. The proposal includes a series of interim measures, including left in and left out onto Doncaster Road until 2022 when 7-Eleven's lease expires, and longer lanes for outbound connections to Doncaster Road. After the lease expires and the portion of site occupied by 7-Eleven is vacated, the ultimate roadworks can occur including a new left hand turn lane on Doncaster Road at Council Street and the widening of the west side of Council Street to facilitate an additional turning lane.
- 8.71 The inclusion of interim works is far from ideal given it leads to a short period (up to 5 years) of compromised traffic arrangements including a busy two-way vehicle crossing over Council's pedestrian boulevard, some additional queuing in Council Street and limited bus lanes in front of the site. However, the site's timely development is important to help link several Doncaster Hill precincts and fill a substantial void in construction along Doncaster Road. Further, VicRoads have considered the amended proposal and have expressed no objection to the proposed amendment including the interim arrangements.
- 8.72 Council officers have carefully constructed permit conditions (Condition 22) that provide the highest level of certainty that the proposed ultimate works will be constructed as soon as possible following the cessation of 7-Eleven's lease.
- 8.73 The loading and unloading facilities forming part of the amended proposal are considered acceptable. There is no proposal as part of the amended permit to adjust or remove any operative unloading/loading conditions. Therefore, original Conditions 36, 37 and 38 relating to the size of loading vehicles, time restrictions and the physical location from which unloading or loading activities occurs within the land, respectively will be retained on any amended planning permit that may issue. Critically, from a direct amenity perspective, the return to an enclosed vehicle accessway will provide for an appropriate level of protection for Berkeley Street residents.
- 8.74 In short, traffic generated by the development will be accommodated in the surrounding road network in a safe and efficient manner with several conditions on the existing permit seeking to ensure this outcome.

Pedestrian Access

- 8.75 Pedestrian access is chiefly facilitated by the provision of a boulevard treatment consistent with the aspirations of the Doncaster Hill Strategy, as translated in the ACZ1. The amended approval makes no modifications to the integrity of the Doncaster Hill boulevard treatment adjacent to the site and

continues to facilitate an important link between Westfield and the Civic Precinct as sought by the decision guidelines of the ACZ1.

- 8.76 Measures have been employed in the design response to enhance pedestrian connections along Council Street to the east and retain access to Tower Street to the west. The provision of splayed corners at both the south-west and south-east corners of the buildings enable sightlines to ensure optimum permeability and visibility for pedestrians.
- 8.77 Notwithstanding the commercial interface the western side of Bunnings has with Westfield, and to that end the likelihood of a lower utilisation of this pathway, it nevertheless services an entry point into the apartments atop Bunnings. It is therefore important for it to be user friendly and safe to the greatest extent possible. To this end, the splaying of the Bunnings building at ground level (a modification made in the Section 57A plans) is considered to be an improvement in the overall design response and a positive for pedestrian access and circulation around the development. At the entry point along the western side of the building, permit conditions will require detail as to how the access to the west side of the Stage 1 building will function given that a substantial level difference is apparent (Condition 1.30).
- 8.78 To ensure optimal pedestrian access into the Stage 1 building from Doncaster Road, the finished floor and surface levels will also need to be clearly shown to demonstrate accessibility, as previously discussed.
- 8.79 By virtue of a common entry for buildings comprising Stage 2, and design detail provided at a greater scale to demonstrate entry forecourt and surrounds, the provision for pedestrians in the redesigned proposal along Council Street is generally considered to be appropriate.

Bicycle Provision & Access

- 8.80 In accordance with sustainability initiatives and in excess of the requirements of Clause 52.27 Bicycle Facilities, the amended proposal offers residents, visitors, staff and shoppers with access to bicycle parking both within the basement and at all street frontages.
- 8.81 The assessment above indicates that the “design and built form” and “access” is generally consistent with the expectations of development outlined in the ACZ1.

Signage

- 8.82 As in the original proposal, it is acknowledged that the restricted retail and retail aspects of the development warrant a level of signage. It is critical for signage to integrate with the built form.
- 8.83 Given the increased scale of the Bunnings building, the overall number and size of signs is considered to be reasonable. A permit condition will require specific design detail of all proposed signs, with dimensions to be provided.

Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004)

Amenity Impacts

- 8.84 The *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004) provide design criteria

for assessing amenity impacts. The most critical issues are protecting neighbours from overlooking, overshadowing and visual bulk.

- 8.85 The Guidelines seek 'equitable access' in relation to outlook and daylight (objective 2.6) and suggest new development be designed to achieve Clause 55 requirements in relation to overlooking and overshadowing secluded private open space. The notion of 'equitable' is particularly important in relation to the adjacent properties as they are also within Doncaster Hill and therefore provided opportunities for higher density development.

External Amenity

Outlook

- 8.86 It is considered that the amended proposal will not cause any unreasonable impact to the outlook of adjoining residents.
- 8.87 Notwithstanding that the amended proposal has increased height across its northern elevation, it has countered this increased height by providing a more generous level of separation between the Bunnings "back of house" and the common property boundary. Setbacks to the Stage 2A building and Berkeley Street properties is also greatly increased and sufficient design techniques have been employed to respond to outlook considerations.

Daylight

- 8.88 By virtue of sizeable setbacks to the north, in particular exceeding the 4.5 metre discretionary setback requirement of the ACZ1, the proposal will not cause any unreasonable impact on the ability of adjoining properties to achieve an acceptable level of access to daylight. As previously mentioned, setbacks are typically greater than 4.5 metres with residential apartments being positioned no closer than 9 metres to the northern property boundary.

Overshadowing

- 8.89 Given its location on the north side of Doncaster Road, the proposal will have no shadow affect whatsoever on its Berkeley Street neighbours. The site has no abutting properties to either its east or west.

Overlooking

- 8.90 In relation to overlooking, the guidelines (Objective 2.9) require Council to consider 'direct overlooking' within a 9m radius of habitable room windows and balconies (the same as Clause 55).
- 8.91 On this development site, the only possible overlooking impacts for consideration relate to the northern interface. It is noted that these properties are also situated within Doncaster Hill, affected by the ACZ1 and, more specifically, are situated within Precinct 3.
- 8.92 As part of the redesigned development, all residential apartments have habitable room windows and balconies in excess of 9 metres from the northern property boundary. Unlike the approved scheme which required screening measures to apartments within 9 metres, Stage 1 and Stage 2 are both sufficiently setback from the northern boundary so as to not warrant screening measures. This is considered to be a positive outcome, particularly for the internal amenity of future residents of the development.

Visual Bulk

- 8.93 For the reasons discussed in the assessment against the ACZ1, the increased height of the buildings to the north is countered by the increased setbacks offered by the amended proposal. Furthermore, the design detail adjustments that have been negotiated into the northern elevation, particularly to the Bunnings “back of house” area are considered sufficient measures to mitigate unreasonable visual bulk concerns.
- 8.94 In respect of Stage 2 works, a further measure to address visual bulk to the northern interface is proposed by the removal of six apartments from Stage 2A at Levels 5 and 6. This conditional requirement not only provides a stepping of the built form across Council Street to address streetscape considerations, but will ameliorate any perceived or actual bulk from directly adjoining properties.
- 8.95 The return of the wall to the vehicle accessway is needed to address amenity concerns. It would, however, be inappropriate to condition this wall to be no less than 4.5 metres from the northern boundary having regard to, among other things, visual bulk considerations. As such, a permit condition will require the wall to be setback by 4.5 metres from the northern boundary and the consequential adjustments to the vehicle accessway and Stage 2A building.

Noise/ Acoustic

- 8.96 While an acoustic report has been prepared by Acoustic Lodge in support of the application, the report does not address the most updated version of the plans, which among other things, have altered the use of the Stage 1 basement wall to the northern interface with brick, rather than concrete. Furthermore, other changes to be required by permit condition, such as the return of the wall enclosing the vehicle accessway and the manner in which this occurs will need to be factored into a revised assessment. As such, existing permit conditions on the permit will be retained to reflect the need for an amended acoustic assessment to occur having regard to the proposed Condition 1 Plans (Condition 1.22).

Internal Amenity*Dwelling Diversity*

- 8.97 In terms of dwelling diversity, the proposal continues to offer some level of variation across the spectrum of apartment levels.
- 8.98 Improvements from the original proposal consist of larger apartments with larger balconies. There are now apartments no smaller than 50 square metres (previously some one bedroom apartments were closer to 40 square metres). All apartments have balconies now which are a minimum of 8 square metres with a minimum dimension of 1.6 metres.
- 8.99 The location of smaller apartments are scattered across the development in both Stage 1 and Stage 2 and offer various orientations. This is also considered to be a positive outcome enabling some more affordable housing opportunities for those entering the apartment market, while offering other lone household dwellers with options for larger balconies or a range of locations throughout various levels across the development.

- 8.100 Across the buildings, corner apartments will achieve cross ventilation while a high proportion of apartments have been designed to avoid any reliance on borrowed light.

Internal Overlooking

- 8.101 While there are no external overlooking issues, given the number of buildings and the placement of balconies, habitable rooms and courtyard spaces, apartments at each level need to be carefully planned for with respect to sill heights, window types and balcony measures to avoid direct internal overlooking and any unreasonable noise related concerns.
- 8.102 Communal open space associated with Stage 1 will provide a high level of amenity particularly made attractive by its northerly aspect.
- 8.103 Several lifts are provided to ensure lengthy distances are not required. Both buildings have waste chutes connecting to waste rooms at the basement level.

Staging

- 8.104 The permit applicant's Planning report explains that "market conditions, financing and construction issues" have resulted in the need to submit an amended planning permit application allowing for construction to occur in different stages.
- 8.105 It also suggests that the staging plan is "*more practical, simpler and more economical allowing two thirds of the site to be constructed in at the outset, with subsequent stages on Council Street.*"
- 8.106 Interim arrangements are proposed to assist in the maintenance and management of the site during the time lapse between Stage 1 and Stage 2. This includes landscaping of Stage 2 as per the Tract Concept Landscape Plan. It is also recognised that staging of the development will assist in reducing the external amenity impact to neighbouring properties during construction. For example, vehicles will be able to utilise the Stage 2A land (to the north of the 7-Eleven) during construction.

Dwelling Numbers

- 8.107 While the original officer report calculated that the application site "*should be providing well over half of the anticipated number of residential apartments*" to meet the Doncaster Hill future population and household projections, and the amended proposal's substantial decrease in the number of apartments will affect these projections, this is not considered to be fatal to the application. While the projected dwelling numbers within Precinct 3 may be reduced as a consequence of the amendment, it is noted that dwelling projections elsewhere in the Doncaster Hill Activity Centre are higher than initial forecasts. As such, these gains achieved elsewhere in the Activity Centre will offset some of the reductions to apartment numbers achieved by this development site as a consequence of this amended permit application. Furthermore, there are notable improvements that have been negotiated through the amended planning permit process to enhance internal amenity as part of this development which will provide the future Doncaster Hill population with an enhanced level of amenity.
- 8.108 As was also noted in the original officer report, the extent of commercial floorspace is greater for the Precinct than was originally contemplated and this arises directly from the proposed Bunnings use. The impact of this

amendment on commercial floorspace is not substantial, but there is a small reduction in overall commercial floor space. (The 620 square metres increase to Bunnings is offset by the 980 square metres reduction in retail floorspace).

9 CONCLUSION

- 9.1 It follows from the assessment in this report that the amended proposal achieves an acceptable level of compliance against the relevant considerations, as expressed in the Manningham Planning Scheme. As such, it is Council officers' recommendation that the proposal be supported, subject to the below amended permit conditions.

RECOMMENDATION

That having considered all objections A NOTICE OF DECISION TO GRANT AN AMENDED PLANNING PERMIT be issued for Planning Application No. PL12/022747 for the use of land for a trade supplies and restricted retail premise, and retail premises, the construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking, alterations to a Road Zone 1 including new access and display of business identification signage in accordance with the endorsed plans at No. 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street containing the following conditions:

Amended Plans

1. Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the decisions plans (Drawn by Thomson Adsett, Revision 20, dated 25 May 2016 and as received by Council on 1 June – A3 copy and 6 June – A1 copy) but modified to show:
 - 1.1. An additional plan detailing the materials used in the façade of the buildings fronting Doncaster Road and the dimensions of all proposed business identification signs.
 - 1.2. Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.
 - 1.3. Demonstration that the boulevard treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.
 - 1.4. An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group Traffic Engineering Assessment (dated 5 March 2013 and updated in June 2015) and VicRoads conditions of this permit.
 - 1.5. A plan notation that the existing speed hump and school pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost prior to development commencing on site (to avoid conflicts with construction vehicles); and with no net loss in the availability of car parking to the primary school or other solution to the benefit of the primary school to the satisfaction of the responsible authority.

- 1.6. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
- 1.7. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.
- 1.8. The residential pedestrian entry to the apartments in Stage 1 redesigned to include a functional bicycle storage room.
- 1.9. The extent of shadow caused by the buildings to not exceed the Overshadowing requirement of Clause 4.4 of the Schedule 1 to the Activity Centre Zone (ACZ1).
- 1.10. The number of storage areas to cater to one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.11. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.12. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.13. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.
- 1.14. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits.
- 1.15. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stage 2 would satisfy this requirement.
- 1.16. Fixtures such as seating and/or public artwork that is to be installed in front of the building.
- 1.17. A notation that is consistent with the VicRoads requirements indicating that the footpath and nature strip in front of the development is to be vested in the Roads Corporation.
- 1.18. Details of the bus shelter that will be erected at the relocated bus stop.
- 1.19. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
- 1.20. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
- 1.21. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.

- 1.22. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.
- 1.23. The eastern elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
- 1.24. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.
- 1.25. The 29 metre building envelope line across the northern elevation demonstrating that the maximum building height of the development accords with Clause 4.4 of Schedule 1 to the Activity Centre Zone.
- 1.26. The enclosure of the vehicle accessway and provision of a 4.5 metre wide landscape buffer along the north boundary adjacent to 7 Council Street and 3 and 5 Berkeley Street in accordance with the approved development (Hayball development plans) with any consequential adjustment to the vehicle accessway and Stage 2A building to be to the satisfaction of the Responsible Authority;
- 1.27. Building setbacks to the northern boundary no less than 4.5 metres.
- 1.28. The northern elevation to accurately depict the levels associated with the accessway along this boundary.
- 1.29. Demonstration that entry into the Stage 1 and 2 buildings complies with Australian Standard AS1428 Part 2 per Clause 4.4 of Schedule 1 to the Activity Centre Zone. The provision of a 1:20 grade should be provided, unless it can be demonstrated by a suitably qualified professional that an alternative outcome is suitable.
- 1.30. Existing and finished surface levels adjacent to and around all building entries. The access on the western elevation for Stage 1 is well below existing ground level and therefore the footpath and nature strip needs to be modified extensively.
- 1.31. Existing and finished surface levels adjacent to and around all vehicle entry/exit points. All vehicle access must be designed in accordance with Clause 52.06 Car Parking of the Manningham Planning Scheme and the relevant Australian Standards.
- 1.32. The provision of stepping of the Stage 2A building, as viewed from the eastern elevation via increased setbacks at the two uppermost levels to the satisfaction of the Responsible Authority.
- 1.33. The accurate depiction of protruding balconies associated with the Stage 2A building along the northern and eastern elevations.
- 1.34. Retractable clotheslines to all ground level open spaces and balconies to limit their visibility to public and private realms.

- 1.35. Details of paving and surface finishes of all common areas at ground and elevated levels clearly labelled.
- 1.36. The reduction in bicycle parking spaces along the Doncaster Road frontage by half.
- 1.37. The allocation of car parking spaces for residential or retail use.
- 1.38. Visitor car parking clearly labelled.
- 1.39. The *TraffixDesign* Interim Roadworks Plan and Ultimate Roadworks Plan (dated June 2015) updated to remove the southernmost access on Council Street and to include the direction of traffic flow at each access point.
- 1.40. Any relevant changes as a result of changes required by VicRoads Conditions 48 to 56 of this permit.

Endorsed Plan

2. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

Sustainability Management Plan

3. Before the development commences an amended SMP that outlines proposed sustainable design initiatives for the modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with the SMP prepared by Sustainable Development Consultants Pty Ltd dated June 2015 but modified to reflect the revised development (Section 57A Plans).
4. Prior to the occupation of any building approved under this permit, a report from the author of the SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the SMP have been implemented in accordance with the approved Plan.

Construction Management Plan

5. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
 - 5.1. Hours of demolition and construction to be to the satisfaction of the Responsible Authority;
 - 5.2. Adequate parking facilities for the anticipated number and type of construction workers to be detailed in plan form to the satisfaction of the Responsible Authority. The location of parking must be compliant with any applicable Council parking restrictions or with any relevant permissions granted by any private land owner (in the event of the use of private land);
 - 5.3. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;

- 5.4. On site facilities for vehicle washing;
 - 5.5. Delivery and unloading points and expected frequency;
 - 5.6. A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced;
 - 5.7. The movement of construction vehicles to and from the site must be regulated to ensure that no traffic hazards are created in and around the site;
 - 5.8. Measures to minimise the impact of construction vehicles arriving at and departing from the land;
 - 5.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
 - 5.10. The processes to be adopted for the separation, re-use and recycling of demolition materials;
 - 5.11. The measures to minimise the amount of waste construction materials; the provision for the recycling of demolition and waste materials; and the return of waste materials to the supplier (where the supplier has a program of reuse or recycling);
 - 5.12. The measures to minimise noise and other amenity impacts from mechanical equipment and demolition/construction activities, especially outside of daytime hours;
 - 5.13. The provision of adequate environmental awareness training for all on-site contractors and sub contractors; and
 - 5.14. An agreed schedule of compliance inspections
 - 5.15. Land in Stage 2 used to minimise the construction impact of Stage 1 to adjoining and nearby properties.
6. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:
 - 6.1. Monday to Friday: 7:00am to 7:00pm
 - 6.2. Saturday: 9:00am to 5:00pm
 - 6.3. Sunday and Public Holidays: No construction
 7. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

Waste Management Plan

8. Before the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
 - 8.1. Specific waste management practices pertaining to each separate collection area in the development;

- 8.2. Chutes, carousels, drop-off areas and compaction facilities;
- 8.3. Access to bin rooms, chutes and drop-off areas;
- 8.4. Hard waste collection;
- 8.5. Collection locations and routines including times and frequency;
- 8.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and,
- 8.7. Swept path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

Management Plans

9. The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority

Development Contributions

10. Before the completion of each stage of the development, a Development Contribution as agreed by the Responsibility Authority in accordance with Clause 45.06, Development Contributions Plan Overlay Schedule 1 – Doncaster Hill Development Contributions Plan must be paid to the Responsible Authority.

Landscaping

11. Before the development starts, a landscaping plan must be prepared by a suitably qualified landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan must be generally in accordance with the concept landscape plan prepared by Tract Consultants dated May 2015, but expanded to show:
 - 11.1. Any details as relevant or directed by any other condition of this Permit;
 - 11.2. A detailed planting schedule of the species, numbers of plants, approximate height, spread of proposed planting and planting/pot size for all trees, shrubs and all other plants;
 - 11.3. The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (as per Part D Doncaster Hill Strategy 2002) with the continuation of the boulevard treatment around the corners of both Council and Tower Streets to the satisfaction of the Responsible Authority;
 - 11.4. Details of interim landscaping and surface treatments over land in Stage 2 of the development.
 - 11.5. An in-ground, automatic watering system linked to the rainwater tanks in the basement.
12. Before the release of the approved plans for the development, a \$20,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharges after a period of 13

weeks from the completion of all landscaping works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.

13. Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

Drainage

14. The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:
 - 14.1. Be designed for a 1 in 5 year storm; and
 - 14.2. Storage must be designed for 1 in 10 year storm.
15. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
16. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

Vehicle Crossovers

17. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
18. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

Car Parking

19. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
20. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
21. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

Roadworks

22. All road works in Council Street and Doncaster Road shown on the Interim Functional Layout Plan and Ultimate Functional Layout Plan must be completed to the satisfaction of the Responsible Authority, at the cost of the owner, and as follows:
- 22.1. The works shown on the Interim Functional Layout Plan in Council Street and Doncaster Road must be completed prior to the occupation of Stage 1, generally in accordance with the plan and including the erection of security barriers where necessary.
- 22.2. The works shown on the Ultimate Functional Layout Plan in Council Street and Doncaster Road must be completed generally in accordance with the plan:
- 22.2.1. Before the occupation of Stage 2B;
- 22.2.2. Within two years after the convenience store used by 7-Eleven ceases; or
- 22.2.3. Before 30 June 2024,
whichever is the earlier.

These works include the construction of a third departure lane within Council Street, the extension of the left turn lane on Doncaster Road from the crossover to be constructed as part of Stage 1 to Council Street, and the modification of the Doncaster Road crossover from a left-in/left-out arrangement to be left-in only arrangement.

If the land forming Stage 2B of the development is in separate ownership to the land accommodating the proposed Bunnings Store, these works must be undertaken at the cost of the owner of the land proposed to contain the Bunnings Store.

- 22.3. Despite Condition 22.1 and 22.2, if the use of the convenience store by 7-Eleven ceases prior to the occupation of Stage 1, the works shown on the Interim Functional Layout Plan and as modified by the Ultimate Functional Layout Plan must be completed before the occupation of Stage 1.

For the purpose of this condition, the convenience store use will have ceased if it is no longer operated as a 7-Eleven store and is open to the public.

23. If the works shown in the Interim Functional Layout Plan and Ultimate Layout Plan are not completed in accordance with Condition 22 and Condition 49 of this permit, the use of the Bunnings land for trade supplies and/or restricted retail premises must cease immediately.
24. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.
25. Before any works on public land commence including roadworks or works to lower footpath levels adjacent to the site, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:

- 25.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;
 - 25.2. footpaths and/or pedestrian/bicycle paths;
 - 25.3. surface and underground drains;
 - 25.4. underground conduits for water, gas, electricity and telephone;
 - 25.5. appropriate intersection and traffic measures;
 - 25.6. appropriate street lighting and signage;
 - 25.7. high stability permanent survey marks;
 - 25.8. vehicle crossings;
26. Before any public works associated with the development commence, a plan-checking fee equal to 0.75% of the cost of construction of the development works, and a supervision fee equal to 2.5% of the cost of construction of the development works must be paid to the Responsible Authority.
 27. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

Completion

28. All privacy screens and obscure glazing as shown in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
29. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
30. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
31. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
32. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.
33. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
34. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
35. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.

36. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

Loading and Unloading Operations

37. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using medium ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
38. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
39. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

Amenity of Area

40. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
- 40.1. Transport of materials, goods or commodities to or from the land;
 - 40.2. Storage of goods and wastes;
 - 40.3. Appearance of any building, works or materials;
 - 40.4. Emission of noise, light, vibration, odour & dust.
41. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.
42. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
43. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
44. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

Business Identification Signs

45. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.

46. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
47. The approved signs must not contain flashing or intermittent light.
48. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

VICROADS CONDITIONS

49. Prior to the submission of plans for endorsement, functional layout plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). The plans must be generally in accordance with the Interim Works (Prepared by TraffixGroup, Drawing No G13420-03, Issue B, dated 1 September 2015) and the Ultimate Works (Prepared by Traffix Group, Drawing No G13420-04, Issue C, dated 21 March 2016).

The Interim Functional Layout Plan must include;

- 49.1. A lengthening of the right-turn lane of the eastern approach from Doncaster Road into Council Street to 170 metres, inclusive of taper,
- 49.2. Lengthening of the approach lanes on Council Street, and
- 49.3. Widening of Doncaster Road (to the north) of provide for a left-turn deceleration lane to the Doncaster Road access.

The Ultimate Functional Layout Plan must also include the following further works;

- 49.4. Extension of the left-turn deceleration lane on Doncaster Road from the Doncaster Road access to Council Street,
 - 49.5. Widening of Council Street to facilitate the inclusion of a third departure lane,
 - 49.6. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan,
 - 49.7. Relocated locations of street lighting poles and signal pedestals, and
 - 49.8. Relocated location of the existing bus stop.
50. Prior to the submission of plans for endorsement, a revised landscape plan must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to Condition 11 of this Permit) . The landscape plans must show the following;
 - 50.1. Any new tree along Doncaster Road will have adequate safety clearance to the edge of the through traffic lane and the edge of the left-turn deceleration lane,
 - 50.2. Adequate approach sight distance shall be maintained between a driver's line of sight for vehicles within the deceleration lane and a pedestrian at the Bunnings' Doncaster Road driveway access, and
 - 50.3. Planting in the vicinity of the intersection of Doncaster Road and Council Street will not obstruct driver and pedestrian sight lines.
 51. Before the development starts, amended plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). When approved by VicRoads (and the

Responsible Authority), the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with Bunnings Ground Floor Plan (Sheet No A112, Project No 14.1053.17, Revision 30, dated 31 May 2016) and Basement B1 Carpark Floor Plan (Sheet No A111, Project No 14.1053.17, Revision 26, dated 31 May 2016), but modified to show;

- 51.1. All roadworks as shown on the approved Ultimate Functional Layout Plans, for the upgrade of the Doncaster Road and Council Street intersection,
 - 51.2. Landscaping along Doncaster Road reserve as shown in the approved Landscape Plan,
 - 51.3. The road reserve boundary revised such that the proposed kerblines is offset no less than 3 metres from the road reserve boundary, based on the approved Ultimate Functional Layout Plans, and
 - 51.4. No part of the building (including basement levels) extending or projecting into the revised road reserve.
52. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, prior to the occupation of Stage 2B, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
53. Where the proposed roadworks, including footpath and nature strip, lie within the subject land, a widening of the road reserve will be required. The developer must engage a licensed surveyor to prepare Plans of Subdivision, for Stage 1 and Stage 2, showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.
- 53.1. Prior to the start of any buildings and works for Stage 1, the land abutting Doncaster Road that will be required must be vested.
 - 53.2. Prior to the start of any buildings and works for Stage 2, the land abutting Council Street that will be required must be vested.
54. Prior to the commencement of any works or prior to a statement of compliance being issued for the subdivision of any stage of the subdivision, where the proposed roadworks, including footpath and nature strip, lie within the subject land the applicant must enter into an agreement with the Responsible Authority and VicRoads, under Section 173 of the Planning and Environment Act 1987, to provide for the permit holder to reimburse all costs incurred by VicRoads and the Responsible Authority associated with the declaration of the land as arterial road pursuant to the provisions of the Road Management Act 2004 and the rezoning of the land to RDZ1 pursuant to the provisions of the Planning and Environment Act 1987.

55. Prior to the commencement of use and/or the occupation of the buildings in Stage 1, all roadworks shown on the approved Interim Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads.
56. Prior to the commencement of use and/or the occupation of the buildings in Stage 2, all roadworks shown on the approved Ultimate Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads.
57. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

PTV Conditions

58. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans for the interim and ultimate development to the satisfaction of the responsible authority and Public Transport Victoria must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans for the interim and ultimate development must be generally in accordance with the plans submitted with the application but modified to show:

Interim road and access layout (during the tenure of the 7-Eleven)

- 58.1. Details of the relocated temporary bus shelter (on the departure side of Council Street) on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant to the satisfaction of the Responsible Authority.

Ultimate road and access layout (after the tenure of the 7-Eleven)

- 58.2. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Discrimination Act (DDA) compliant to the satisfaction of Public Transport Victoria.
 - 58.3. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and
 - 58.4. Provision of a bus queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
59. Before the occupation of Stage 1 of the development, the temporary bus stop and shelter relocation required during the interim road and access arrangements; and before occupation of Stage 2 of the development; the ultimate bus stop shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be at a cost born by the permit holder to the satisfaction of Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
 60. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

Expiry

61. This permit will expire if any one of the following circumstances apply:
 - 61.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
 - 61.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;
 - 61.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;
 - 61.4. The development associated with Stages 2 is not started within six (6) years of the date of the permit.
 - 61.5. The development associated with Stages 2 is not completed within eight (8) years of the date of the permit.

The Responsible Authority may extend these times if a request is made in writing before the permit expires or within three months afterwards.

COUNCILLOR'S MOTION

That having considered all objections A NOTICE OF DECISION TO GRANT AN AMENDED PLANNING PERMIT be issued for Planning Application No. PL12/022747 for the use of land for a trade supplies and restricted retail premise, and retail premises, the construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking, alterations to a Road Zone 1 including new access and display of business identification signage in accordance with the endorsed plans at No. 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street containing the following conditions:

Amended Plans

1. **Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the decisions plans (Drawn by Thomson Adsett, Revision 20, dated 25 May 2016 and as received by Council on 1 June – A3 copy and 6 June – A1 copy) but modified to show:**
 - 1.1. **An additional plan detailing the materials used in the façade of the buildings fronting Doncaster Road and the dimensions of all proposed business identification signs.**
 - 1.2. **Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.**
 - 1.3. **Demonstration that the boulevard treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.**
 - 1.4. **An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group**

Traffic Engineering Assessment (dated 5 March 2013 and updated in June 2015) and VicRoads conditions of this permit.

- 1.5. A plan notation that the existing speed hump and school pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost prior to development commencing on site (to avoid conflicts with construction vehicles); and with no net loss in the availability of car parking to the primary school or other solution to the benefit of the primary school to the satisfaction of the responsible authority.
- 1.6. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
- 1.7. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.
- 1.8. The residential pedestrian entry to the apartments in Stage 1 redesigned to include a functional bicycle storage room.
- 1.9. The extent of shadow caused by the buildings to not exceed the Overshadowing requirement of Clause 4.4 of the Schedule 1 to the Activity Centre Zone (ACZ1).
- 1.10. The number of storage areas to cater to one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.11. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.12. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.13. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.
- 1.14. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits.
- 1.15. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stage 2 would satisfy this requirement.
- 1.16. Fixtures such as seating and/or public artwork that is to be installed in front of the building.
- 1.17. A notation that is consistent with the VicRoads requirements indicating that the footpath and nature strip in front of the development is to be vested in the Roads Corporation.
- 1.18. Details of the bus shelter that will be erected at the relocated bus stop.

- 1.19. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
- 1.20. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
- 1.21. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.
- 1.22. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.
- 1.23. The eastern elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
- 1.24. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.
- 1.25. The 29 metre building envelope line across the northern elevation demonstrating that the maximum building height of the development accords with Clause 4.4 of Schedule 1 to the Activity Centre Zone.
- 1.26. The enclosure of the vehicle accessway and provision of a 4.5 metre wide landscape buffer along the north boundary adjacent to 7 Council Street and 3 and 5 Berkeley Street for construction in Stage 1 and in accordance with the approved development (Hayball development plans) with any consequential adjustment to the vehicle accessway and Stage 2A building to be to the satisfaction of the Responsible Authority;
- 1.27. Building setbacks to the northern boundary no less than 4.5 metres.
- 1.28. The northern elevation to accurately depict the levels associated with the accessway along this boundary.
- 1.29. Demonstration that entry into the Stage 1 and 2 buildings complies with Australian Standard AS1428 Part 2 per Clause 4.4 of Schedule 1 to the Activity Centre Zone. The provision of a 1:20 grade should be provided, unless it can be demonstrated by a suitably qualified professional that an alternative outcome is suitable.
- 1.30. Existing and finished surface levels adjacent to and around all building entries. The access on the western elevation for Stage 1 is

well below existing ground level and therefore the footpath and nature strip needs to be modified extensively.

- 1.31. Existing and finished surface levels adjacent to and around all vehicle entry/exit points. All vehicle access must be designed in accordance with Clause 52.06 Car Parking of the Manningham Planning Scheme and the relevant Australian Standards.
- 1.32. The provision of stepping of the Stage 2A building, as viewed from the eastern elevation via increased setbacks at the two uppermost levels to the satisfaction of the Responsible Authority.
- 1.33. The accurate depiction of protruding balconies associated with the Stage 2A building along the northern and eastern elevations.
- 1.34. Retractable clotheslines to all ground level open spaces and balconies to limit their visibility to public and private realms.
- 1.35. Details of paving and surface finishes of all common areas at ground and elevated levels clearly labelled.
- 1.36. The reduction in bicycle parking spaces along the Doncaster Road frontage by half.
- 1.37. The allocation of car parking spaces for residential or retail use.
- 1.38. Visitor car parking clearly labelled.
- 1.39. The *TraffixDesign* Interim Roadworks Plan and Ultimate Roadworks Plan (dated June 2015) updated to remove the southernmost access on Council Street and to include the direction of traffic flow at each access point.
- 1.40. Any relevant changes as a result of changes required by VicRoads Conditions 48 to 56 of this permit.
- 1.41. A notation that the 'MSB RM' along the northern wall of Basement Level B1 (Stage 1) is not be converted for a electrical substation or ventilated to the external north-facing wall (i.e. it is to remain enclosed).
- 1.42. A statement/report by a qualified services engineering considering any impacts to future or existing residents from noise or fumes from the carpark and timber exhaust air outlet. The outlet sits adjacent to the northern end of the building in Stage 1 and immediately opposite bedrooms and a balcony of apartments in Stage 2. Should the outlet unreasonably impact future or existing residents, it is to be relocated.

Plan

2. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

Sustainability Management Plan

3. Before the development commences an amended SMP that outlines proposed sustainable design initiatives for the modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the

development must incorporate the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with the SMP prepared by Sustainable Development Consultants Pty Ltd dated June 2015 but modified to reflect the revised development (Section 57A Plans).

4. Prior to the occupation of any building approved under this permit, a report from the author of the SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the SMP have been implemented in accordance with the approved Plan.

Construction Management Plan

5. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
 - 5.1. Hours of demolition and construction to be to the satisfaction of the Responsible Authority;
 - 5.2. Adequate parking facilities for the anticipated number and type of construction workers to be detailed in plan form to the satisfaction of the Responsible Authority. The location of parking must be compliant with any applicable Council parking restrictions or with any relevant permissions granted by any private land owner (in the event of the use of private land);
 - 5.3. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;
 - 5.4. On site facilities for vehicle washing;
 - 5.5. Delivery and unloading points and expected frequency;
 - 5.6. A liaison officer for contact by residents and the Responsible Authority in the event of relevant queries or problems experienced;
 - 5.7. The movement of construction vehicles to and from the site must be regulated to ensure that no traffic hazards are created in and around the site;
 - 5.8. Measures to minimise the impact of construction vehicles arriving at and departing from the land;
 - 5.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
 - 5.10. The processes to be adopted for the separation, re-use and recycling of demolition materials;
 - 5.11. The measures to minimise the amount of waste construction materials; the provision for the recycling of demolition and waste materials; and the return of waste materials to the supplier (where the supplier has a program of reuse or recycling);

- 5.12. The measures to minimise noise and other amenity impacts from mechanical equipment and demolition/construction activities, especially outside of daytime hours;
 - 5.13. The provision of adequate environmental awareness training for all on-site contractors and sub contractors;
 - 5.14. Evidence of a pre-condition dilapidation survey has been carried out in relation to properties along the northern boundary of the site.
 - 5.15. An agreed schedule of compliance inspections; and
 - 5.16. Land in Stage 2 used to minimise the construction impact of Stage 1 to adjoining and nearby properties.
6. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:
- 6.1. Monday to Friday: 7:00am to 7:00pm
 - 6.2. Saturday: 9:00am to 5:00pm
 - 6.3. Sunday and Public Holidays: No construction
7. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

Waste Management Plan

8. Before the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
- 8.1. Specific waste management practices pertaining to each separate collection area in the development;
 - 8.2. Chutes, carousels, drop-off areas and compaction facilities;
 - 8.3. Access to bin rooms, chutes and drop-off areas;
 - 8.4. Hard waste collection;
 - 8.5. Collection locations and routines including times and frequency;
 - 8.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and,
 - 8.7. Swept path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

Management Plans

9. **The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority**

Development Contributions

10. **Before the completion of each stage of the development, a Development Contribution as agreed by the Responsibility Authority in accordance with Clause 45.06, Development Contributions Plan Overlay Schedule 1 – Doncaster Hill Development Contributions Plan must be paid to the Responsible Authority.**

Landscaping

11. **Before the development starts, a landscaping plan must be prepared by a suitably qualified landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan must be generally in accordance with the concept landscape plan prepared by Tract Consultants dated May 2015, but expanded to show:**
 - 11.1. **Any details as relevant or directed by any other condition of this Permit;**
 - 11.2. **A detailed planting schedule of the species, numbers of plants, approximate height, spread of proposed planting and planting/pot size for all trees, shrubs and all other plants;**
 - 11.3. **The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (as per Part D Doncaster Hill Strategy 2002) with the continuation of the boulevard treatment around the corners of both Council and Tower Streets to the satisfaction of the Responsible Authority;**
 - 11.4. **Details of interim landscaping and surface treatments over land in Stage 2 of the development.**
 - 11.5. **An in-ground, automatic watering system linked to the rainwater tanks in the basement.**
12. **Before the release of the approved plans for the development, a \$20,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharges after a period of 13 weeks from the completion of all landscaping works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.**
13. **Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.**

Drainage

14. **The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site**

Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:

- 14.1. Be designed for a 1 in 5 year storm; and
- 14.2. Storage must be designed for 1 in 10 year storm.
- 15. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
- 16. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

Vehicle Crossovers

- 17. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
- 18. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

Car Parking

- 19. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
- 20. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
- 21. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

Roadworks

- 22. All road works in Council Street and Doncaster Road shown on the Interim Functional Layout Plan and Ultimate Functional Layout Plan must be completed to the satisfaction of the Responsible Authority, at the cost of the owner, and as follows:
 - 22.1. The works shown on the Interim Functional Layout Plan in Council Street and Doncaster Road must be completed prior to the occupation of Stage 1, generally in accordance with the plan and including the erection of security barriers where necessary.

22.2. The works shown on the Ultimate Functional Layout Plan in Council Street and Doncaster Road must be completed generally in accordance with the plan:

22.2.1. Before the occupation of Stage 2B;

22.2.2. Within two years after the convenience store used by 7-Eleven ceases; or

22.2.3. Before 30 June 2024,

whichever is the earlier.

These works include the construction of a third departure lane within Council Street, the extension of the left turn lane on Doncaster Road from the crossover to be constructed as part of Stage 1 to Council Street, and the modification of the Doncaster Road crossover from a left-in/left-out arrangement to be left-in only arrangement.

If the land forming Stage 2B of the development is in separate ownership to the land accommodating the proposed Bunnings Store, these works must be undertaken at the cost of the owner of the land proposed to contain the Bunnings Store.

22.3. Despite Condition 22.1 and 22.2, if the use of the convenience store by 7-Eleven ceases prior to the occupation of Stage 1, the works shown on the Interim Functional Layout Plan and as modified by the Ultimate Functional Layout Plan must be completed before the occupation of Stage 1.

For the purpose of this condition, the convenience store use will have ceased if it is no longer operated as a 7-Eleven store and is open to the public.

- 23. If the works shown in the Interim Functional Layout Plan and Ultimate Layout Plan are not completed in accordance with Condition 22 and Condition 49 of this permit, the use of the Bunnings land for trade supplies and/or restricted retail premises must cease immediately.**
- 24. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.**
- 25. Before any works on public land commence including roadworks or works to lower footpath levels adjacent to the site, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:**
- 25.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;**
- 25.2. footpaths and/or pedestrian/bicycle paths;**
- 25.3. surface and underground drains;**
- 25.4. underground conduits for water, gas, electricity and telephone;**

- 25.5. appropriate intersection and traffic measures;
 - 25.6. appropriate street lighting and signage;
 - 25.7. high stability permanent survey marks;
 - 25.8. vehicle crossings;
26. Before any public works associated with the development commence, a plan-checking fee equal to 0.75% of the cost of construction of the development works, and a supervision fee equal to 2.5% of the cost of construction of the development works must be paid to the Responsible Authority.
27. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

Completion

28. All privacy screens and obscure glazing as shown in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
29. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
30. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
31. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
32. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.
33. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
34. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
35. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.
36. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

Loading and Unloading Operations

37. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using medium ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
38. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
39. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

Amenity of Area

40. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
 - 40.1. Transport of materials, goods or commodities to or from the land;
 - 40.2. Storage of goods and wastes;
 - 40.3. Appearance of any building, works or materials;
 - 40.4. Emission of noise, light, vibration, odour & dust.
41. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.
42. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
43. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
44. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

Business Identification Signs

45. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.
46. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
47. The approved signs must not contain flashing or intermittent light.
48. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

VICROADS CONDITIONS

49. Prior to the submission of plans for endorsement, functional layout plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). The plans must be generally in accordance with the Interim Works (Prepared by TraffixGroup, Drawing No G13420-03, Issue B, dated 1 September 2015) and the Ultimate Works (Prepared by Traffix Group, Drawing No G13420-04, Issue C, dated 21 March 2016).

The Interim Functional Layout Plan must include;

- 49.1. A lengthening of the right-turn lane of the eastern approach from Doncaster Road into Council Street to 170 metres, inclusive of taper,
- 49.2. Lengthening of the approach lanes on Council Street, and
- 49.3. Widening of Doncaster Road (to the north) of provide for a left-turn deceleration lane to the Doncaster Road access.

The Ultimate Functional Layout Plan must also include the following further works;

- 49.4. Extension of the left-turn deceleration lane on Doncaster Road from the Doncaster Road access to Council Street,
- 49.5. Widening of Council Street to facilitate the inclusion of a third departure lane,
- 49.6. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan,
- 49.7. Relocated locations of street lighting poles and signal pedestals, and
- 49.8. Relocated location of the existing bus stop.
50. Prior to the submission of plans for endorsement, a revised landscape plan must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to Condition 11 of this Permit) . The landscape plans must show the following;
- 50.1. Any new tree along Doncaster Road will have adequate safety clearance to the edge of the through traffic lane and the edge of the left-turn deceleration lane,
- 50.2. Adequate approach sight distance shall be maintained between a driver's line of sight for vehicles within the deceleration lane and a pedestrian at the Bunnings' Doncaster Road driveway access, and
- 50.3. Planting in the vicinity of the intersection of Doncaster Road and Council Street will not obstruct driver and pedestrian sight lines.
51. Before the development starts, amended plans must be submitted to and approved by VicRoads (and the Responsible Authority in so far as the plans relate to works in Council Street). When approved by VicRoads (and the Responsible Authority), the plans must be endorse by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with Bunnings Ground Floor Plan (Sheet No A112, Project No 14.1053.17, Revision 30, dated 31 May 2016)

- and Basement B1 Carpark Floor Plan (Sheet No A111, Project No 14.1053.17, Revision 26, dated 31 May 2016), but modified to show;
- 51.1. All roadworks as shown on the approved Ultimate Functional Layout Plans, for the upgrade of the Doncaster Road and Council Street intersection,
 - 51.2. Landscaping along Doncaster Road reserve as shown in the approved Landscape Plan,
 - 51.3. The road reserve boundary revised such that the proposed kerblines is offset no less than 3 metres from the road reserve boundary, based on the approved Ultimate Functional Layout Plans, and
 - 51.4. No part of the building (including basement levels) extending or projecting into the revised road reserve.
52. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, prior to the occupation of Stage 2B, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
53. Where the proposed roadworks, including footpath and nature strip, lie within the subject land, a widening of the road reserve will be required. The developer must engage a licensed surveyor to prepare Plans of Subdivision, for Stage 1 and Stage 2, showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.
- 53.1. Prior to the start of any buildings and works for Stage 1, the land abutting Doncaster Road that will be required must be vested.
 - 53.2. Prior to the start of any buildings and works for Stage 2, the land abutting Council Street that will be required must be vested.
54. Prior to the commencement of any works or prior to a statement of compliance being issued for the subdivision of any stage of the subdivision, where the proposed roadworks, including footpath and nature strip, lie within the subject land the applicant must enter into an agreement with the Responsible Authority and VicRoads, under Section 173 of the Planning and Environment Act 1987, to provide for the permit holder to reimburse all costs incurred by VicRoads and the Responsible Authority associated with the declaration of the land as arterial road pursuant to the provisions of the Road Management Act 2004 and the rezoning of the land to RDZ1 pursuant to the provisions of the Planning and Environment Act 1987.
55. Prior to the commencement of use and/or the occupation of the buildings in Stage 1, all roadworks shown on the approved Interim

Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads.

56. All roadworks shown on the approved Ultimate Functional Layout Plans must be completed to the satisfaction of and at no cost to VicRoads, within the following timeframes:
- 56.1. before the occupation of Stage 2B,
- 56.2. within two years after the convenience store used by 7-Eleven ceases; or
- 56.3. Before 30 June 2024,
- whichever is the earliest.
57. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

PTV Conditions

58. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans for the interim and ultimate development to the satisfaction of the responsible authority and Public Transport Victoria must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans for the interim and ultimate development must be generally in accordance with the plans submitted with the application but modified to show:
- Interim road and access layout (during the tenure of the 7-Eleven)*
- 58.1. Details of the relocated temporary bus shelter (on the departure side of Council Street) on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant to the satisfaction of the Responsible Authority.
- Ultimate road and access layout (after the tenure of the 7-Eleven)*
- 58.2. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant to the satisfaction of Public Transport Victoria.
- 58.3. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and
- 58.4. Provision of a bus queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
59. Before the occupation of Stage 1 of the development, the temporary bus stop and shelter relocation required during the interim road and access arrangements; and before occupation of Stage 2 of the development; the ultimate bus stop shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be at a cost born by the permit holder to the satisfaction of Public Transport Victoria and deemed

compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.

60. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

Expiry

61. This permit will expire if any one of the following circumstances apply:
- 61.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
 - 61.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;
 - 61.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;
 - 61.4. The development associated with Stages 2 is not started within six (6) years of the date of the permit.
 - 61.5. The development associated with Stages 2 is not completed within eight (8) years of the date of the permit.

The Responsible Authority may extend these times if a request is made in writing before the permit expires or within three months afterwards.

MOVED: HAYNES
SECONDED: O'BRIEN

That the Motion as tabled be adopted.

CARRIED

Attachments:

Attachment 1 – Council Report 28 May 2013
Attachment 2 – Planning Permit PL12/022747
Attachment 3 – Advertised Plans Bunnings Doncaster and Doncaster Hill Residential

* * * * *

ATTACHMENT 1

COUNCIL MINUTES

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28 MAY 2013

8. PLANNING PERMIT APPLICATIONS

8.1 Planning Application PL12/022747 for 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street, Doncaster – Construction of three multi-storey buildings comprising 385 apartments, retail premises, trade supplies and restricted retail premises (Bunnings) and associated basement car parking

Responsible Director: Director Planning & Environment
File No. PL12/022747

Neither the responsible Director, Manager or the Officer authoring this report have a conflict of interest in this matter.

Land:	Lot 1, TP213306, Lot 8 Lot 9 and Lot 10 LP5384, Lot 8 and Lot 9 LP7349, and PC370480
Zone	Activity Centre Zone 1 and Development Contributions Plan Overlay
Applicant:	SJB Planning on behalf of Bunnings Properties Pty Ltd
Ward:	Koonung
Melway Reference:	47E1
Time to consider:	4 May 2013

SUMMARY

It is proposed to develop land at 659-669 Doncaster Road, including all land west of Council Street, east of Tower Street and north of the properties on southern side of Berkeley Street (total area of 11700sqm) in three stages with a Bunnings store and apartment tower comprising stage 1, and two residential apartment towers with retail at ground level in stages 2 and 3.

Stage 1 will comprise a multi-level Bunnings store positioned front and centre along Doncaster Road with a floor area of 10,532sqm. Above the store in a residential apartments tower rising 6 levels are 124 dwellings. Three levels of basement car parking will provide a total of 538 spaces for the development. Stages 2 and 3 occur on either side of the Bunnings store with buildings aligned to Tower Street (in Stage 2) and Council Street (in Stage 3). Stage 2 provides a further 1266sqm of retail space at ground level and 127 apartments in a building rising 8 levels. 190 basement car parking spaces are provided in the stage also. Stage 3 provides a further 332sqm of retail space at ground level and 134 apartments in a building rising 9 levels. 159 basement car parking spaces are also provided.

Roadworks proposed as part of stage 1 include the widening of Council Street with an additional exit lane at Doncaster Road, and additional deceleration and turning lanes on Doncaster Road.

This is an amended application due to advice from VicRoads, Public Transport Victoria (PTV) and Council Officers indicating that the original application would be refused on traffic, safety and amenity grounds. The applicant has responded by reducing the size of the Bunnings store, increasing road mitigation measures and redesigning the rear interface of the site where Bunnings has its loading and service area located adjacent to residential development on Berkeley Street.

VicRoads and PTV have lifted their objection to the application subject to conditions.

The original application was advertised and attracted 10 objections from both owners and occupiers of surrounding and nearby land. Four of the original objectors have made a further submission to the amended application. The grounds of objection mainly relate to the scale of the building, its design, amenity impacts and traffic impacts.

The report concludes that the proposal complies with the Manningham Planning Scheme, including the requirements of the Activity Centre Zone 1 and the supporting policy relating to Doncaster Hill Principal Activity Centre, which seeks an intensive and well-designed development outcome for the site. The amended application proposes road mitigation measures commensurate with the expected increase in traffic and servicing vehicles. It also overcomes design issues at the rear of the site which generated unreasonable amenity impacts by enclosing the service driveway and loading areas with the building.

This report recommends approving the development subject to conditions.

1. BACKGROUND

- 1.1. The site is located on the northern side of Doncaster Road and comprises all of the land bounded by Council Street, Tower Street and the rear of properties on the southern side of Berkeley Street. The land includes the Seven Eleven store. The land is 1.17ha (11,700sqm)
- 1.2. The site is approximately rectangular in shape. It has frontages to:
 - Doncaster Road of approximately 115 metres;
 - Tower Street of approximately 100 metres; and
 - Council Street of approximately 100 metres.
- 1.3. There is a slight fall in levels towards the western side of the site and a steeper fall (of approximately 7 metres) to the northern boundary.
- 1.4. The only direct abutments the site has is with properties to the north. These properties are on the southern side of Berkeley Street and consist of (from east to west):
 - The side boundary of one two-storey unit forming part of a dual occupancy (7 Council Street);
 - The rear yard of two traditional residential homes (3 and 5 Berkeley Street);
 - A construction site (7-11 Berkeley Street). Under construction are 57 apartments in a five storey building (by SPEC properties); and
 - The rear yard of a traditional residential house (13 Berkeley Street). This land holds a permit to construct a four-storey office and apartment complex.

- 1.5. East of the site on the opposite side of Council Street is the Doncaster Primary School and former Shire Hall (a heritage building housing the Doncaster Templestowe Artists' Society). The primary school has its administration centre and some classrooms immediately opposite the site in a landscaped setting.
- 1.6. West of the site on the opposite side of Tower Street is Westfield Doncaster and a three-storey office building at 651 Doncaster Road.
- 1.7. On the opposite side of Doncaster Road is two-storey office development and part of a vacant site where 273 apartments in a twelve storey building have been approved (the Englehart site).
- 1.8. Doncaster Road is dual carriageway in front of the site with three lanes in either direction. No parking is allowed. The road is zoned Road Zone 1. A peak hour bus lane commences operation on the inside lane east of the intersection of Doncaster Road and Council Street.
- 1.9. Council Street is a collector road with a trafficable lane in either direction. It meets Doncaster Road at one of many signalised intersection on Doncaster Road as it passes through Doncaster Hill. Council Street has angled kerbside parking predominately for the primary school on its eastern side. A children's crossing and speed hump is located adjacent to the application site (approx. 60m north of Doncaster Road).
- 1.10. Tower Street (comprising part Road and part easement) essentially forms an entry and exit to Westfield Doncaster. Immediately adjacent to the application site is a two way service road that links back to the main entry/exit. The entry features two lanes in and the exit features three right hand turning lanes and two left hand turning lanes. A flyover lane from an upper level car park forms part of the exit arrangements approx. 50m from Doncaster Road.

Planning History

- 1.11. Planning Permit PL07/018716 issued on 28/10/09 allowed the construction of a seven-storey building incorporating 113 one and two bedroom apartments, with basement car parking and use of the building for the purposes of a shop and retail premises (including motor vehicle sales, trade supplies and food and drink premises). This development included a new access (left in and left out) onto Doncaster Road. The permit expired in November 2011.
- 1.12. The first proposal was presented for review at pre-application stage to the Sustainable Design Taskforce on 16 February 2012, and for information to Strategic Briefing Session (SBS) on 7 October 2012 and 19 March 2013.
- 1.13. The amended application was submitted on 6 March 2013.

2. PROPOSAL

- 2.1. The following paragraphs describe the amended application. The original application was similar, but proposed a larger Bunnings store, reduced setbacks particularly to the northern rear boundary and fewer road mitigation works.
- 2.2. It is proposed to develop the site in three stages. Stage 1 will cover approx. 60% of the land with frontage to Doncaster Road. Stage 2 will cover approx. 20% of the land with frontage to Tower Street and a small frontage to

Doncaster Road. Stage 3 will cover approx. 20% of the land with frontage to Council Street and a small frontage to Doncaster Road.

2.3. Stage 1 (Central Tower) incorporates:

- A 10,500 sqm Bunnings store (trade supplies and restricted retail premises) facing Doncaster Road at street level and one level below street level.
- 124 one and two bedroom dwellings in a six level tower above the Bunnings. The tower is setback a minimum of 15.7 m from Doncaster Road behind a 10m high podium that incorporates the façade of Bunnings (at ground level) and 4 apartments (at first floor). The tower has a maximum building height of 25m viewed from Doncaster Road and 28m internal to the site.
- Three levels of basement car parking services the development, including 2 levels solely dedicated to Bunnings customers (401 spaces in total) and 1 level where barriers separate the Bunnings car parking from a residential component (137 spaces including visitor parking).
- Construction of a 7.5m wide internal driveway setback 4.5m from the rear of the site that provides ingress to the car parking areas associated with this stage from Council Street and egress from the car parking areas associated with this stage to Council Street and Tower Street, as well as, access to Bunnings trade supply area and Bunnings loading area.

The roadway is at the Lower Ground Level of Bunnings due to the fall of the land over the site. The roadway is enclosed under the Bunnings nursery above (which is at Doncaster Road ground level) and a concrete wall along the northern façade.

The new crossover to Council Street is approx. 11m wide and splayed to allow a fixed wheel 12m long trucks access (no articulated vehicles will access Bunnings). The crossover to Tower Street provides exit only and is approximately 7m wide.

- Entry to the residential and Bunnings car park via a single width ramp from a new deceleration lane constructed eastbound on Doncaster Road (left in movement only). The deceleration lane continues past the car park entry to Council Street providing Council Street a dedicated left turn lane (currently provided by the inside lane which is also a bus lane a peak times).
- Roadworks at the corner of Council Street and Doncaster Road (including within the application site) that sees Council Street widened to include 3 lanes exiting onto Doncaster Road and the extension of the right hand turning lane on Doncaster Road turning into Council Street.
- The rooftop of Bunnings (except for the tower and a screened area of plant) converted to a communal open space area for the apartments in this stage and future stages.
- Pedestrian access to the residential tower via a residential lobby on the east side of the Bunnings Doncaster Road frontage.

- The garden nursery area of the Bunnings extended over the roadway below and setback 4.5m from the rear boundary. The nursery area is covered by shade sails. It sits around 5.5m above the ground at the rear boundary.
- Stage 2 and Stage 3 areas of the site will be landscaped for passive use.
- The architectural treatment of the building is contemporary in style. Bunnings will not be the traditional green box. Bunnings will feature glazing at ground level with views through a void over the travelators and the level below.

The two upper levels of the three storey podium features vertically aligned metal louvered fins with varying degrees of transparency. The transparency increases adjacent to the apartments to gain light into south-facing windows, and is cut out completely in front of a mezzanine office. The backing to the fins is red glass, rendered concrete or void. A large Bunnings logo (hammer within a circle) is cut out of the fins to expose the red glass background. The only other sign is a relatively discrete Bunnings panel sign above the pedestrian entry.

The architectural treatment of the tower is highlighted by horizontally aligned metal balustrades which reinforce the horizontal scale of the building across the site's frontage. Grey pre-cast textured concrete and windows form the backdrop.

The sides of Stage 1 will feature a textured concrete finish. They will remain exposed until stages 2 and 3 are constructed. The wall will vary in height between 8m and 12m due to the fall over the site.

- Landscaping will occur adjacent to Doncaster Road to achieve Council's boulevard treatment, on the vacant land associated with stages 2 and 3 and in a strip along the rear northern boundary that is 4.5m wide.

2.4. Stage 2 (West Tower) incorporates:

- A retail premises of 1,266 sqm facing Tower Street (and a small part of Doncaster Road) that is at street level at Doncaster Road and partly above street level in the northern half of the site.
- 127 one, two and three bedroom dwellings in seven level tower above the retail premises.
- Four levels of basement car parking (190 spaces in total), including 1 level for the retail premises (43 spaces) and three levels for the residential component (146 spaces including visitor parking). Ingress and egress of the parking area is via the service road on Tower Street.
- A loading bay for the retail premises is located off the internal driveway constructed in Stage 1 at the northern end of the building.
- Pedestrian access to the residential tower is via a residential lobby facing Tower Street.
- The architectural treatment of the building largely matches Stage 1 and comprises a podium that wraps around the Tower Street / Doncaster Road intersection. The podium features dark bricks and dark coloured

balcony balastrades that match the dark grey coloured fins used on the Bunnings façade.

At the street level are windows of the retail premises near Doncaster Road, however, the fall of the land means car parking becomes exposed further north. The car parking is hidden by horizontal metal louvers.

The tower is setback 15m from Doncaster Road, 4.5m from Tower Street (balconies at 3.7m) and 4.8m from the rear northern boundary (balconies at 3.7m). The tower features similar horizontal balcony banding along Tower Street for six levels as used in Stage 1 (along Doncaster Road). As this is the west-facing façade, aluminium louvered fins have been added to the balconies to provide shading. The top level of the tower (seventh) is recessed and has a lightweight metal cladding finish. The level ends 37m south of the rear boundary keeping it just below the maximum building height (29m) outlined in the planning controls.

2.5. Stage 3 (East Tower) incorporates:

- A retail premises of 332sqm (NLA) at street level at the north-west corner of Doncaster Road and Council Street.
- 134 one and two bedroom dwellings in eight levels.
- Four levels of basement car parking (159 spaces in total), which is dedicated to the residential component of the stage.
- Ingress and egress to parking is provided via the internal driveway at the rear of the site constructed in Stage 1.
- Pedestrian access to the residential tower is via a residential lobby facing Council Street.
- The architectural treatment of the building largely matches Stage 1 and Stage 2 and comprises a podium the wraps around the Council Street / Doncaster Road intersection. The podium features dark bricks and dark coloured balcony balastrades that match the dark grey coloured fins on the Bunnings façade.

At the street level are windows associated with the retail premises near Doncaster Road. Where they end, there is a vehicle crossover, pedestrian entry to the building and then 5 residential frontages with direct access from Council Street.

The tower is setback 16m from Doncaster Road, 4.5m from Council Street (balconies at 3.2m) and 4.5m from the rear northern boundary (balconies at 3.5m). The tower features similar horizontal balcony banding along most of the Council Street façade as used in Stage 1 and Stage 2 (along Doncaster Road and Tower Street). However, more of this façade is striped back to the podium treatments where the building steps lower with the fall of the land adjacent to the northern rear boundary.

The top level of the tower (seventh) is recessed and has a lightweight metal cladding finish. The level ends 55m south of the rear boundary keeping it just below the maximum building height (29m) outlined in the planning controls.

2.6. Submitted with the application are a range of reports dealing with such matters as Traffic and Car Parking, Waste Management, Sustainability and Landscaping. Bunnings have also provided written information in relation to the operations of their store. Various information from these reports is referenced through this report where relevant.

3. PRIORITY/TIMING

3.1. The statutory time for considering a planning application is 60 days. Allowing for the time taken to advertise the application, the statutory time lapsed on 4 May 2013.

4. RELEVANT LEGISLATION

4.1. The Planning and Environment Act 1987 is the relevant legislation governing planning in Victoria. The Act identifies subordinate legislation in the form of Planning Schemes to guide future land use and development.

4.2. Section 60 of the Act outlines what matters a Responsible Authority must consider in the determination of an application. The Responsible Authority is required to consider:

- the relevant planning scheme; and
- the objectives of planning in Victoria; and
- all objections and other submissions which it has received and which have not been withdrawn; and
- any decision and comments of a referral authority which it has received; and
- any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development.

4.3. Section 61(4) of the Act makes specific reference to covenants, however, this is not relevant because none of the lots are burdened by a covenant.

5. MANNANGHAM PLANNING SCHEME

5.1. The site is located in Activity Centre Zone – Schedule 1 (ACZ1) and is covered by a corresponding Development Contributions Plan Overlay - Schedule 1 (DCPO1), which outlines development contributions for various infrastructure works within Doncaster Hill, and Parking Overlay, which implements the *Doncaster Hill Parking Precinct Plan*.

Activity Centre Zone

5.2. In the ACZ1, a dwelling is a section 1 use – no planning permit required. A retail premises, trade supplies and restricted retail premises (Bunnings) is a section 2 use – permit required. There are limitations to these section 2 uses, including that they occur in conjunction with one or more other uses and that they occur at ground level. A planning permit is required for buildings and works under the ACZ1 (Clause 37.06-5).

5.3. The relevant purposes of the Activity Centre Zone are:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *To encourage a mixture of uses and the intensive development of the activity centre:*
 6. *As a focus for business, shopping, working, housing, leisure, transport and community facilities.*
 7. *To support sustainable urban outcomes that maximise the use of infrastructure and public transport.*
 - *To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.*
 - *To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.*
 - *To facilitate use and development of land in accordance with the Development Framework for the activity centre.*
- 7.1. Schedule 1, relevant to Doncaster Hill Principal Activity Centre outlines the following objectives:

Land use and development objectives to be achieved

- *To advance Doncaster Hill as a sustainable and vibrant mixed-use activity centre with a strong sense of place and civic identity.*
- *To develop the centre as a focus for contemporary high density residential development incorporating a mix of complementary retail, social, commercial and entertainment uses.*
- *To ensure the activity centre enhances the social, environmental, economic and cultural elements of the municipality and region, advancing Doncaster Hill as a destination in Melbourne's East.*

Land use

- *To provide for a vibrant range of mixed uses that support the strategic role of the Doncaster Hill Principal Activity Centre.*
- *To provide for a high level of activity that attracts people, provides a focal point for the community, creates an attractive and safe urban environment, increasing opportunities for social interaction.*
- *To ensure mixed use development comprises flexible floor spaces for a range of uses.*
- *To substantially increase the provision, intensity and diversity of housing (especially affordable housing), that allows for all sectors of the community to live in the centre.*
- *To provide for high-density residential development on individual sites in conjunction with a diversity of other uses including a mix of retail, commercial, social, community and entertainment uses.*
- *To encourage commercial and small-scale retail uses at the lower level of buildings, with high-density apartment style residential development on upper levels.*

Built form

- *To create treed boulevards framed by podiums, consistent front setbacks and a high quality landscape along Doncaster, Williamsons and Tram Roads.*
- *To encourage innovative, contemporary architecture that provides a distinctive sense of identity for the Doncaster Hill Principal Activity Centre.*
- *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
- *To ensure an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.*
- *To encourage built form that capitalises on key views and vistas including to the middle-ground and distant features including Dandenongs, the Kinglake Ranges and the central Melbourne skyline.*
- *To encourage the provision of urban art within built form or in adjacent public areas.*
- *To encourage the built form at gateway locations identified in the Framework Plan to be designed to act as markers with distinguishing architectural or urban design treatments.*

Environmental sustainability

- *To ensure Australian Best Practice environmentally sustainable design is met in relation to building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management and transport.*

Public realm

- *To encourage active street frontages and pedestrian generating activities to be located along main roads.*
- *To ensure public spaces are minimally impacted by overshadowing, including preserving solar access in mid-winter to the key boulevards of Doncaster Road and Williamsons Road.*
- *To facilitate the enjoyment of public urban spaces/plazas, streetscapes, pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by wind tunnelling.*
- *To encourage artwork in suitable locations to contribute to creating a distinctive sense of identity.*

Open space and landscaping

- *To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities, which are well connected and integrated within a permeable urban environment.*
- *To create a healthy and consistently landscaped environment that is dominated by native and indigenous planting.*

- *To maximise opportunities for landscaping in the public and private realm.*
- *To ensure each precinct has ready access to well designed public open space.*

Transport and access

- *To achieve development of circulation networks that focus on providing strong linkages within the Doncaster Hill Principal Activity Centre, and enhance public transport, pedestrian and bicycle users' amenity.*
- *To provide for well-defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established between the north and south sides of Doncaster Road.*
- *To encourage the integration of car parking areas into buildings and the unique sloping landform, including providing under-croft and basement as opposed to open-lot parking.*

Development Contributions Plan Overlay

- 7.2. Pursuant to the DCPO1, a permit granted must include a condition that gives effect to the contribution and levies imposed by the schedule. The condition has been included in the recommendation (see Condition 10.)

Parking Overlay

- 7.3. The Overlay operates in conjunction with the permit triggers in Clause 52.06 – Car Parking of the Scheme, and sets car parking requirements for the proposed development consistent with the Doncaster Hill Parking Precinct Plan at the following rates:
- One or two bedroom dwelling - 1.1 car spaces per apartment;
 - Three bedroom dwelling - 2.1 car spaces per apartment.
 - Restricted retail premises - 1.5 spaces per 100sqm of floorspace.
 - Shop - 4 car spaces per 100sqm of floorspace.

State Planning Policy Framework

- 7.4. Clause 11.01-1 (Activity Centres) includes the objective to build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.
- 7.5. Clause 11.01-2 (Activity Centre Planning) includes the objective to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community. Strategies towards achieving this are identified as follows:
- *Encourage a diversity of housing types at higher densities in and around activity centres.*
 - *Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.*

- *Improve access by walking, cycling and public transport to services and facilities for local and regional populations.*
 - *Broaden the mix of uses in activity centres to include a range of services over longer hours appropriate to the type of centre and needs of the population served.*
 - *Provide a focus for business, shopping, working, leisure and community facilities.*
 - *Encourage economic activity and business synergies.*
- 7.6. It is a requirement of this Clause, as well as other Clauses within the SPPF, to have regard to, as relevant, the following policy documents:
- *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004)
 - *Activity Centre Design Guidelines* (Department of Sustainability and Environment, 2005)
 - *Safer Design Guidelines for Victoria* (Crime Prevention Victoria and Department of Sustainability and Environment, 2005)
- As relevant, an assessment against the abovementioned policy documents will be carried out at Section 6 of this report.
- 7.7. Clause 15.01-1 (Urban Design) seeks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. Strategies towards achieving this are identified as follows:
- *Promote good urban design to make the environment more liveable and attractive.*
 - *Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.*
 - *Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.*
 - *Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.*
 - *Encourage retention of existing vegetation or revegetation as part of subdivision and development proposals.*
- 7.8. Clause 15.01-2 (Urban Design Principle) outlines design criteria that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties. These include considering context, the public realm, safety, light and shade, architectural and landscape quality and energy efficiency.
- 7.9. Clause 15.01-4 (Design for Safety) seeks to improve community safety and encourage neighbourhood design that makes people feel safe. The strategy

identified to achieve this objective is to ensure the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety.

7.10. Clause 15.01-5 (Cultural Identity and Neighbourhood Character) seeks to recognise and protect cultural identity, neighbourhood character and sense of place. The clause emphasises the importance of neighbourhood character and the identity of neighbourhoods and their sense of place. Strategies towards achieving this are identified as follows:

- *Ensure development responds and contributes to existing sense of place and cultural identity.*
- *Ensure development recognises distinctive urban forms and layout and their relationship to landscape and vegetation.*
- *Ensure development responds to its context and reinforces special characteristics of local environment and place.*

7.11. Clause 15.02-1 (Energy and Resource Efficiency) seeks to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

7.12. Clause 16.01-1 (Integrated Housing) seeks to promote a housing market that meets community needs. Strategies towards achieving this are identified as follows:

- *Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations.*
- *Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.*

7.13. Clause 16.01-2 (Location of Residential Development) seeks to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport. Strategies towards achieving this are identified as follows:

- *Increase the proportion of housing in Metropolitan Melbourne to be developed within the established urban area, particularly at activity centres, employment corridors and at other strategic sites, and reduce the share of new dwellings in greenfield and dispersed development areas.*
- *In Metropolitan Melbourne, locate more intense housing development in and around Activity centres, in areas close to train stations and on large redevelopment sites.*
- *Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.*
- *Facilitate residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water efficient design principles and encourages public transport use.*

7.14. Clause 16.01-4 (Housing Diversity) seeks to provide for a range of housing types to meet increasingly diverse needs. Strategies towards achieving this are identified as follows:

- *Ensure housing stock matches changing demand by widening housing choice, particularly in the middle and outer suburbs.*
 - *Support opportunities for a wide range of income groups to choose housing in well serviced locations.*
- 7.15. Clause 17.01-1 (Business) seeks to encourage development which meet 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. Strategies towards achieving this are identified as follows:
- *Locate commercial facilities in existing or planned activity centres.*
 - *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*

Municipal Strategic Statement (Clause 21)

- 7.16. Clause 21.03 (Key Influences) identifies that future housing need and residential amenity are critical land-use issues. The MSS acknowledges that there is a general trend towards smaller household size as a result of an aging population and smaller family structure which will lead to an imbalance between the housing needs of the population and the actual housing stock that is available.
- 7.17. This increasing pressure for re-development raises issues about how these changes affect the character and amenity of our local neighbourhoods. In meeting future housing needs, the challenge is to provide for residential redevelopment in appropriate locations, to reduce pressure for development in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents.
- 7.18. Clause 21.09 (Activity Centre and Commercial Areas) outlines that *principal, major and identified neighbourhood activity centres will be the focus of increased residential growth and development*. In particular, Doncaster Hill Principal Activity Centre will:
- *Challenges mainstream community planning and building design to achieve desired environmental outcomes.*
 - *Provides more local jobs to reduce journey to work trips.*
 - *Provides housing where residents may walk to facilities and services.*
 - *Encourages reduced levels of car ownership and increased public transport usage.*
- 7.19. The vision for Doncaster Hill Principal Activity Centre is outlined in Council's *Doncaster Hill Strategy (2002)* and includes:
- *To implement the objectives of Melbourne 2030 in respect of Principal Activity Centres as a focus for retail, social, commercial, entertainment, civic and residential uses.*
 - *To integrate ecologically sustainable development principles and techniques into every facet of the design, construction and*

operation/occupancy stages of new development to raise the aspirations of all users, appropriate for a city looking towards a long-term, responsible and sustainable future.

- *To ensure that built form outcomes demonstrate the use of contemporary architecture combined with innovative urban design and building techniques that incorporate ecologically sustainable design principles.*
 - *To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.*
 - *To encourage high density, high rise residential development.*
 - *To provide a greater diversity of dwelling types.*
 - *To alleviate pressure for more intense residential development in established urban areas.*
 - *To reduce travel demand and change travel behaviour.*
 - *To promote the development of sustainable transport options.*
 - *To meet the future infrastructure requirements of Doncaster Hill in a comprehensive, timely and equitable way.*
 - *To develop an integrated mixed-use precinct for Doncaster Hill Activity Centre which provides for an appropriate mix of uses and functions on a location specific level, including the provision of:*
 - 8. *mixed uses within buildings, particularly along boulevard locations*
 - 9. *small scale retail opportunities at ground floor level in conjunction with other mixed use developments*
 - 10. *additional commercial/office floor space*
 - 11. *flexible floor spaces within buildings to ensure life cycle adaptability.*
- 11.1. Within Doncaster Hill Principal Activity Centre there are various precincts delineated in accordance with their topographic orientation and aspect on Doncaster Hill, their relationship to main roads, and their present and future uses. The application site, together with land to the north in Berkeley Street and Goodson Street is within Precinct 3.
- 11.2. The vision for Precinct 3 is:
- *In light of its strategic location between Precincts 1 (Civic Centre) and 4 (Westfield Doncaster), the future fabric in Precinct 3 will be highly permeable, including well-defined public spaces with linking pathways and with development addressing rear laneways and well designed public plaza(s). Precinct 3 will be well connected to high-density mixed-use development along Doncaster Road and Doncaster Shoppingtown Doncaster. Development will step down the hill and should fully exploit the northerly aspect and commanding views to the northern ranges.*
- 11.3. The ACZ1 also provides further objectives for Precinct 3. These include:

- *To encourage a greater mix of uses including residential and commercial uses in the precinct.*
 - *To encourage an enhanced pedestrian environment within the precinct.*
 - *To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges.*
 - *To encourage the provision of a pedestrian and bicycle network to Westfield Doncaster and the civic and education precinct.*
- 11.4. Clause 21.10 (Ecologically Sustainable Development) highlights Council's commitment to ESD and outlines a number of ESD principles to which regard must be given. These include building energy management, water sensitive design, external environmental amenity, waste management, quality of public and private realm and transport.
- 11.5. In relation to sustainability, the ACZ1 requires applicants to submit a Sustainability Management Plan that *demonstrates the application of Australian best practice rating tools and design principles, use of emerging technology, and a commitment to 'beyond compliance' throughout the construction period and subsequent operation of the development.*

Local Planning Policy

- 11.6. Clause 22.08 (Safety through urban design) is relevant to this application and seeks to provide and maintain a safer physical environment for those who live in, work in or visit the City of Manningham. The policy seeks attractive, vibrant and walkable public spaces where crime, graffiti and vandalism is minimised.
- 11.7. Clause 22.09 (Access for disabled people) is relevant to this applicant and seeks to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person.

Particular Provisions

- 11.8. Clause 52.05 (Advertising Signs) is relevant to the signage component of this application. The clause provides decision criteria which seek to retain quality visual amenity and limit signage clutter.
- 11.9. Clause 52.06 (Car Parking) is relevant to this application. A permit is required to reduce the car parking rates outlined in the Parking Overlay. However, in this instance no reduction is sought. Clause 52.06-7 outlines various design standards for parking areas that should be achieved.
- 11.10. Clause 52.07 (Loading and Unloading of Vehicles) outlines various requirements in relation to providing retail tenancies loading facilities.
- 11.11. Clause 52.29 (Land Adjacent to a Road Zone) is relevant to this application. The clause provides VicRoads a statutory opportunity to condition or reject an application that create or alters access to main roads pursuant to Section 55 of the Planning and Environment Act 1987. In this instance there is a new entry off Doncaster Road into the Bunnings car park and roadworks that alter Doncaster Road and the intersection of Doncaster Road and Council Street.
- 11.12. Clause 52.34 (Bicycle Facilities) is relevant to this application. The statutory bicycle parking requirements for apartments (in developments of four

or more storeys) are 1 bicycle space per 5 dwellings (for residents) and 1 bicycle per 10 dwellings (for visitors). The commercial component generates are requirement of 1 bicycle space per 300sqm of floor area (for employees) and 1 bicycle space per 500sqm (for visitors). Shower and change facilities are also required for Bunnings pursuant to this cause.

- 11.13. Clause 52.35 (Urban Context Report) is relevant to this application and requires the submission of an urban context report and design response that outlines how the development Derives from and responds to the urban context report. These documents have been provided with the application.
- 11.14. Clause 52.36 (Integrated Public Transport Planning) is relevant to this application. The clause provides Public Transport Victoria (PTV) a statutory opportunity to condition or reject major development applications based on their impacts on the operation of public transport.
- 11.15. Clause 65 (Decision Guidelines) outlines that before deciding on an application, the responsible authority must consider, as appropriate:
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *The purpose of the zone, overlay or other provision.*
 - *The orderly planning of the area.*
 - *The effect on the amenity of the area.*

12. REFERRALS

VicRoads

- 12.1. VicRoads is a statutory referral authority pursuant to Clause 52.21 of the planning scheme. They have considered the amended application and raised no objection subject to the inclusion of 9 conditions on any permit granted. Under Section 61(2) of the *Planning and Environment Act 1987*, the responsible authority must include these conditions on any permit granted.
- 12.2. The conditions relate to the road mitigation measures being undertaken on Doncaster Road and relate to the following matters (*inter alia*):
- Lengthening the right turn lane on the eastern approach of Doncaster Road into Council Street from 120m (as proposed) to 170m.
 - Relocating existing street lighting, signal pedestals and the bus stop to VicRoads satisfaction.
 - Limiting landscaping within the boulevard treatment to achieve road safety requirements including within 40m of the new entry into Bunning on Doncaster Road to preserve sight lines to pedestrians (and vice versa).

Public Transport Victoria (PTV)

- 12.3. PTV is a statutory referral authority pursuant to Clause 52.21 of the planning scheme. They have considered the amended application and raised no objection subject to the inclusion of 3 conditions on any permit granted. Under

Section 61(2) of the *Planning and Environment Act 1987*, the responsible authority must include these conditions on any permit granted.

- 12.4. The conditions relate to retaining the existing bus stop in front of the site by relocating it further to the west to the satisfaction of PTV, and this introduction of bus priority signals at the remodelled Doncaster Road and Council Street intersection.

Internal Referrals

- 12.5. The application was referred to a number of Service Units within Council and the following table summarises their responses:

Service Unit	Comments
Engineering and Technical (Drainage)	<ul style="list-style-type: none"> Point of discharge (drainage) is available for the site. Provide an on-site stormwater detention system. All areas are to be drained to the point of discharge. Build over easement consent required.
Engineering and Technical (Traffic)	<p>Following significant concerns raised with the initial development, the unit have revised their comments to:</p> <ul style="list-style-type: none"> Additional detail needs to be provided in relation to the impact on existing car parking spaces in Council Street opposite the proposed internal driveway. Two spaces maybe impacted, and potentially removed, to protect safety and provide for increased traffic movements (more detailed plans are required under Condition 24). The SIDRA analysis indicates that the queue length for traffic turning right from Council Street to Doncaster Road is 75m during the predicted Saturday peak. The new and extended turning lanes in Council Street need to cater for this (this is already recommended, also see Condition 1.5). The width of the proposed splitter island where the internal driveway intersects with Council Street should be 2m wide to allow pedestrians enough space to prop and stage the crossing (see Condition 1.7). There are no measures that prevent large trucks from exiting the site via Council Street. The proposed intersection of the internal driveway and Council Street is not designed for such vehicles (large trucks do not have the capacity to undertake a u-turn on site to exit via Council Street. All trucks will exit the development via Tower Street). Congestion within the development at the access to Stage 3 car parking. The relocation of the school crossing and speed

Service Unit	Comments
	hump is not defined. The relocation could have further implications on car parking in Council Street (see Condition 1.6).
Engineering and Technical (Infrastructure)	<ul style="list-style-type: none"> • As part of the development a "Vehicle Crossing Permit" is required. Redundant vehicle crossovers shall be removed and the footpath, nature strip and kerbing reinstated to the satisfaction of the Responsible Authority (see Condition 18).
Engineering and Technical (Waste Services)	<ul style="list-style-type: none"> • The Waste Management Plan (WMP) requires clarification and further information (see Condition 10). • Due to there being many different issues pertaining to the 6 different collection areas, the WMP should be amended to separately discuss all aspects of waste management pertaining to each separate collection area. • Details must be provided on: <ul style="list-style-type: none"> • chutes, carousels, drop-off areas and compaction facilities • access to bin rooms, chutes and drop-off areas • access to hard waste. • Developers must ensure that it is as easy to dispose of each type of recyclable materials as it is garbage. • The drawings must include: <ul style="list-style-type: none"> • generic residential and commercial floor showing garbage and recycling drop-off points • bin rooms including any chutes, carousels, compactors and bins • bin presentation location (street or on-site) with bin alignment shown. • Sweep path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.
Economic and Environmental Planning (Doncaster Hill Unit)	<ul style="list-style-type: none"> • This development proposal by Bunnings clearly demonstrates that the face of Doncaster Hill is one that is dynamic and ever-evolving. The application also demonstrates that a 'chain' such as Bunnings can adapt a business model to meet key objectives of the Doncaster Hill Strategy, Schedule 1 to the Doncaster Hill Principal Activity Centre and other relevant provisions. • Set on a prominent site within Precinct 3, with a

Service Unit	Comments
	<p>main road street frontage along Doncaster Road, the proposal optimises development opportunities of the land with the combined parcels.</p> <ul style="list-style-type: none"> • However, the Bunnings model is largely a car-based retail offering and is somewhat contrary to Doncaster Hill Strategy that encourages consideration of a retail offering that supports pedestrians walking and/or taking public transport. In response to this, it is noted the development makes a particular effort to provide an activated street frontage and additional pedestrian accessibility through stages 2 and 3. There are some further opportunities that can be realised including a review of the activation of the main road street frontage to Doncaster Road (see consideration of Doncaster Hill Vision at paragraph 8.3). • It is considered that this application in its current form meets the key objectives outlined in the ACZ1 and in achieving the overall vision for Doncaster Hill. The design proposal responds appropriately to the site constraints and as a focal building on the north-western end of the Doncaster Hill Principal Activity Centre boundary.
<p>Economic and Environmental Planning (Urban Design)</p>	<p>Boulevard and podium:</p> <ul style="list-style-type: none"> • When compared with the original proposal, the length of the atrium void has been reduced (to roughly 50% of the Bunnings building street frontage), and the store entry lobby has been enlarged. Both of these changes are positive. However, the resubmitted package still does not provide a strong argument for the 'void' atrium adjacent to the boulevard as an 'activated frontage', though. Suspended artwork / lighting will assist in creating a more interesting entranceway for shoppers, but the escalator void visually separates the activity occurring in the building from the boulevard. • The podium height is below the 12m height encouraged in the Activity Centre Zone, however, the intent of the zone has been captured with the podium design proposed. Angled vertical louvers and coloured glazing along the façade of the podium create adequate visual interest. The Bunnings logo is tastefully incorporated into the detail of the vertical screening. • The application proposes a series of raised planter boxes and coordinated seating along the frontage

Service Unit	Comments
	<p>of the proposed development, which is broadly consistent with the established boulevard standard.</p> <ul style="list-style-type: none"> • The development, in its current configuration, does not provide or make future provision for an elevated pedestrian link over Tower Street. The applicant should be encouraged to make contact with Westfield to discuss the opportunity for a future pedestrian bridge, and that the development be designed to allow for the construction of this at a future stage. • The re-submitted plans notionally show a bus shelter within the boulevard. There is opportunity for the materiality of the shelter to relate strongly to the building podium with louver elements and coloured glazing. Greater detail is required from the applicant for this element (see Condition 1.25). <p>Residential interface</p> <ul style="list-style-type: none"> • The resubmitted plans show an increased building and loading bay setback from the northern boundary and interface with the approved apartment development at 7- 11 Berkeley Street. This is a positive change to the proposed development and will assist in protecting the amenity of the neighbouring these properties to the north. The Bunnings 'box' and lower levels of the two future residential tower stages still present a very large blank wall to the residential properties to the north, more should be done to breakup the expanse of this façade (see discussion at paragraph 8.76). <p>Residential towers</p> <ul style="list-style-type: none"> • The re-submitted plans show the deletion of the generously wide and well-highlighted residential tower entries to Doncaster Road and the replacement of these with smaller, narrower entryways (see Condition 1.10). • The facades of the residential towers are varied and exciting and communicate the high architectural quality envisaged in the strategy. • The amenity of first level apartments sitting below the level of the roof terrace immediately adjacent to the exterior side of Bunnings is poor. Access to natural light is extremely limited, particularly for east-facing apartments in the west apartment tower which are a whole level below the roof terrace (see discussion at paragraph 8.93). • The external stairways should either be pushed

Service Unit	Comments
	<p>back in to the site to obscure them from Doncaster Road views or be internalized (see Condition 1.13).</p> <p>Development staging and site configuration:</p> <ul style="list-style-type: none"> • Prior to the construction of Stages 2 and 3, the blank east and west facades of the retail 'box' (Stage 1) will be highly visible and exposed. While some effort has been made to improve the presentation of these large sections of vertical concrete wall with tonal changes, this is not sufficient. • Not enough information is provided to adequately understand how the balance of the site will be treated prior to the construction of Stages 2 and 3; namely pedestrian connections, any temporary roadway and sacrificial landscaping (see Condition 11.2). • The western and eastern elevations of Stage 1 do not show an adequate amount of the building stepping (see Condition 1.14). • Consideration should be given to shifting the entire major retail floorplate westward to the Tower Street boundary and the creation of one large parcel facing Council Street for the residential component. The west-facing interface with Westfield and the Tower Street traffic volumes are not particularly amenable as a residential proposition (This advice was supplied 2 March 2012 following the Taskforce meeting). <p>Heritage interface</p> <ul style="list-style-type: none"> • While some effort has been made to 'pull back' the built form from the Doncaster Road / Council Street corner to maintain a viewlines to the Old Shire Hall, the development height and stepping on this eastern section should be modified to reduce the effects of overshadowing on the small public plaza space located on the frontage of the Old Shire Hall. • The treatment of the eastern façade of the eastern residential tower and the Council Street section of footpath and landscaping proposed on its frontage, should reflect, make reference to, or assist in highlighting the Old Shire Hall heritage building. This could be achieved through the selection of building materials, such as the use of glazed and reflective architectural elements, and the incorporation of paving, landscape and building mounted, heritage-themed public art elements.

Service Unit	Comments
Strategic Projects (Sustainability)	<ul style="list-style-type: none"> The applicant must submit further details on the sustainability measured to be used in the development via an amended Sustainability Management Plan (SMP). The current SMP provides a number of acceptable initiatives, but without providing certainty. The plans should be amended to reflect the ESD measures proposed. The applicant also needs to advise whether an official or unofficial green star rating will be pursued (see Condition 3).

13. CONSULTATION

- 13.1. The original application was advertised in August 2012 through three large signs displayed on site and mail notice sent to surrounding and nearby owners and occupiers. Ten objections were received. The objectors were advised of the amended application and five further submissions have been received. The affected properties are outlined below:

Affected Properties
Northern Property Boundary: - 7 Council Street (rear dwelling of former 1 Berkeley Street) - 3 Berkeley Street - 5 Berkeley Street - SPEC Properties, developer of 7-11 Berkeley Street
Others: - Doncaster Primary School - Westfield Limited - 1 and 2 Berkeley Street, Doncaster - 5 Virginia Court, Bulleen - A ratepayer with a PO Box address in North Balwyn

- 13.2. A letter of support has also been received from Hudson Bond Real Estate who recently moved into The Pinnacle development.
- 13.3. The properties to the rear of the site have raised the following issues:
- Loss of privacy.
 - Noise from vehicles, loudspeakers, deliveries and the open air trade area to the rear of the Bunnings development.
 - Trading hours between 7am and 9pm seven days, as well as, wider product delivery hours are unreasonable.
 - The 4.5m rear boundary setback (under the ACZ1 zone) for the provision of landscaping is not provided.

- Visual bulk as a result of the Bunnings loading area wall and the elevated nursery area (with shade sails).
 - Items falling from the elevated nursery area.
 - Spec Properties acknowledged support for the general nature of the application, however, maintained reservations with the interface treatment proposed.
 - Several of the individual property owners requested a fence higher than 1.7m. One also requested double glazing be installed in their home.
 - An individual property owner suggested a one or two storey building would be more appropriate in maintaining the quiet, peaceful life for existing residents.
 - Residents raised issue with Bunnings traffic conflicting with the primary school.
- 13.4. The amended application seeks to address most of the above amenity based concerns through setting back and enclosing the rear internal driveway which is used for customers, staff, residents and deliveries. The concrete wall that encloses the driveway and the nursery of Bunnings above will protect neighbours from noise and loss of privacy. The wall will prevent items falling from the Bunnings nursery. The mix of textured concrete and creeper growing on the wall, which is setback 4.5m behind a landscaped buffer, provides a reasonable southern outlook for the neighbouring properties.
- 13.5. A condition will ensure that Bunnings uses no external sound amplification equipment or loudspeakers (see Condition 40).
- 13.6. Responding to the amended application, one objector has requested the pedestrian path within the 4.5m setback be removed, raised odour issues with the nursery (fertilisers etc) and requested the development go ahead in one stage to minimise ongoing disruptions. Conditions will require the pedestrian path be removed as it is provided with no passive surveillance (see discussions at paragraph 8.20 and Condition 1.2).
- 13.7. In relation to odour from fertilisers, officers note that Dynamic Lifter and other fertilisers are currently stocked in-store in other Bunnings, as well as outdoors. Move away from the particular aisle and the smell dissipates quickly. The proposed nursery is surrounded by buildings and high walls that should prevent wind picking up the odours and circulating them widely.
- 13.8. Doncaster Primary School noted that it is more than just a school, as it provides for a significant number of community organisations that use the school on evenings and weekends. As a school it has 500 enrolments from 390 families, 52 staff and up to 50 volunteers on a daily basis. The school provides before and after school care commencing at 7am until 6.30pm school days, and an after school sport programs that commence at 8.15am and concludes at 4.30pm.
- 13.9. The school objects to the proposal on the basis of the apparent absence of attention to risk management, safety to the children and traffic management around the school (including access, parking and attendance for school functions).

- 13.10. In particular, a significant number of children, parents and visitors use the main entrance and crossing leading into the main entrance which is opposite the proposal in Council Street. The increase in traffic movements and traffic management will make access difficult and unsafe. Parking in Council Street will become prohibitive.
- 13.11. The school indicated that they have agreed in principle to some proposals to ease traffic congestion and improve safety and risk management with the applicant. However, the proposals had not been finalised.
- 13.12. The applicant has outlined reasonable measures to ensure the impacts on the school activities are minimised. Direct measures includes relocating the pedestrian crossing used by students further north on Council Street to move pedestrian movements away from the portion of Council Street that is to be used by customers, residents and the delivery vehicles servicing the development (see Condition 1.6 and Condition 22). This has specific benefits as most of the students crossing here walk north into the surrounding housing area anyway. The existing signalised intersection of Doncaster Road and Council already provides a safe crossing point of Council Street and Doncaster Road towards the southern boundary of the school.
- 13.13. Bunnings have also indicated that their deliveries will be restricted and not occur during school drop off and collection times (see Condition 37). The vehicles delivering to Bunnings will be medium ridged vehicles and not large articulated trucks (see Condition 36).
- 13.14. The school will also benefit from the construction of a third departure lane in Council Street. This lane is necessary to accommodate peak traffic on Friday evenings and on weekends due to the commercial nature of the development. The lane will provide a secondary benefit of alleviating congestion around the school during the current parent drop off and pick up times.
- 13.15. In a submission to the amended application the school raised an issue that no safety barriers were proposed where Council Street was being widened in front of the school gates reducing safety. The school also suggested barriers may also need to form part of the new road crossing depending on its design. In response, the applicant has indicated they would not be adverse to a condition that raises the potential need for barriers when undertaking road mitigation works or relocating the pedestrian crossing, and that barriers are only not shown because to date detail planning for the roadworks has not yet commenced (see Condition 1.7).
- 13.16. Westfield Limited raised issue with the access arrangements principally using Tower Street, noting this intersection has very little capacity to absorb increased volumes due to capacity restrictions created by the nearby intersection of Doncaster Road and Frederick Street. They indicated that measures should be taken to increase the capacity of this intersection before the development occurs.
- 13.17. The application site has legal frontage to Tower Street and the design acknowledges the existing capacity issues at the Doncaster Road and Tower Street intersection by encouraging vehicle access to Stage 1 and Stage 3 via alternative roads (entry from Doncaster Road and exit via a Council Street where roadworks are proposed). Access to the commercial and residential component of Stage 2 is via Tower Street exclusively. The traffic report

indicates that more than 85% of vehicle using the Tower Street and Doncaster Road intersection during peak times will be departing Westfield and there remains reasonable capacity at this intersection in the context of it already being congested. Further, it is also impossible to increase the capacity of the Tower Street component of the intersection without major implications on Doncaster Road.

- 13.18. The residents not directly adjacent to the site have raised issue with the commercial nature of the proposal (Bunnings) in the context of the Doncaster Hill vision, the delivery route, school safety and industrial noise levels.

14. ASSESSMENT

14.1. The main planning controls that command assessment through the report are:

- The Activity Centre Zone Schedule 1 – Doncaster Hill (ACZ1).
- Clause 52.06 and the Parking Overlay in relation to car parking.
- Clause 52.29 in relation to vehicle access from Doncaster Road.
- Policy at Clause 21.09 in relation to Doncaster Hill Principal Activity Centre.
- *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004).

14.2. Unfortunately, the above controls raise common issues and therefore a straight consideration of each would not lead to coherent assessment. To overcome this, this report considers the proposal under the following headings:

- The Doncaster Hill Vision including Precinct 3 Objectives
- Specific ACZ1 requirements
- Architectural quality
- Offsite amenity impacts
- Internal amenity and servicing
- Car parking
- Traffic
- Landscaping
- Staging

The Doncaster Hill Vision, including Precinct 3 Objectives

14.3. The site falls within Precinct 3 of the Doncaster Hill Strategy, together with adjacent land at the rear of the site in Berkeley and Goodson Streets. The objectives for the precinct outlined in the ACZ1 are:

- To encourage a greater mix of uses including residential and commercial uses in the precinct.
- To encourage an enhanced pedestrian environment within the precinct.

- To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges.
 - To encourage the provision of a pedestrian and bicycle network to Westfield Doncaster and the civic and education precinct (ACZ1).
- 14.4. The vision for the precinct outlined in policy at Clause 21.09 of the Scheme signals a highly permeable urban fabric with public plazas and laneways as an appropriate response of breaking what is a large site into manageable building units. The laneways would connect buildings and plazas and facilitate increased pedestrian movements between adjacent precincts including Westfield Doncaster (in Precinct 4) and Council's Civic Centre (in Precinct 1).
- 14.5. The Doncaster Hill Strategy 2002 (DHS2002) outlines that the precinct will provide around 653 new dwellings and around 4000sqm of office/retail floorspace.
- 14.6. In relation to the objective seeking a greater mix of uses, the appropriateness of the various uses that require planning permission (in this instance 2 x Retail Premises and 1 x Bunnings store (Trade Supplies and Restricted Retail Premises)) are dependent on the scale at which they occur and the development they occur within. These are issues that are considered under the various heading in the assessments below and found to be acceptable.
- 14.7. It is acknowledged that Bunnings is traditionally a largely car based retailer, which is somewhat contrary to the objectives of the DHS2002 that support sustainability outcomes including increased walkability and public transport usage within Doncaster Hill. This is most evident through the provision of 401 car parking spaces in its basement, whereby the statutory requirement under the planning scheme for a restricted retail use of this size is only 157 spaces.
- 14.8. However, this is not to say that the Bunnings proposal should be rejected because it is traditionally a car based retailer entering a pedestrian focused Activity Centre. The more critical considerations in relation to this are:
- the impact of the development and traffic generation on pedestrian permeability and the quality of the pedestrian realm;
 - the impact of the traffic generation on the current bus services and future improvements to public transport within Doncaster Hill; and,
 - the impact of the traffic generation on residential amenity so as not to jeopardise future development opportunities on near by sites.
- Further, it overlooks Bunnings ability to tailor their retail offerings to reflect the sites context in an Activity Centre and reflect local consumer needs.
- 14.9. These traffic issues are considered throughout the report under the various heading in the assessments below. However, to touch on each briefly now, the report concludes that the Bunnings component will enhance the pedestrian realm in front of its site which enables the walkability objectives of Doncaster Hill Strategy 2002 (DHS2002) to be achieved by other developments including the residential component of the this development. Walking between Council and Westfield in front of the proposed Bunnings, with its windows, activation, street furniture and trees will be a far more superior to the current experience.
- 14.10. Further, some staff and customers of Bunnings will walk and/or catch public transport, particularly those who live and/or work within Doncaster Hill or shoppers travelling between Westfield and Bunnings.

- 14.11. VicRoads, PTV and Council Engineer's referrals all suggest that the increased traffic volumes generated from the proposal will not cause increased congestion, safety concerns or unreasonable bus delays due to the mitigation works proposed to be undertaken within Stage 1. These include an additional turning lane outbound on Docaster Road, an additional turn lane in Council Street at the Doncaster Road intersection and a longer turn lane on Doncaster Road inbound at Council Street.
- 14.12. The extent of these mitigation works (required by VicRoads) highlights the tensions between the road authorities' ambitions to maintain the volume of traffic and speed through the precinct and the contrary vision for Doncaster Hill which advocates for improved pedestrian facilities and amenity, a boulevard kerbside treatment, reduced road speeds and fewer through-traffic movements. VicRoads are a statutory referral authority meaning Council must include their conditions on any approval. Officers will continue to advocate and negotiate with VicRoads in relation to minimising mitigation measures where they are contrary to the planning policy position.
- 14.13. In relation to the third dot point, there should be minimal traffic impacts that jeopardise future development opportunities following the mitigation works being undertaken.
- 14.14. At a broad level, the Activity Centre Zone generally promotes a mix of land-uses within sites and across precincts, particularly at ground level where commercial uses contribute to activating the pedestrian realm. Similar to a host of other development in Doncaster Hill, the commercial uses proposed at ground level in this development will provide for this.
- 14.15. The number of residential apartments aligns strongly with Council's anticipated outcomes (653 outlined in the DHS, 2002). The application site is around 30% of the precinct's total area and allows buildings approximately twice as high as the remainder of the precinct. As such, the site should be providing well over half of the anticipated number of residential apartments. The development provides 59% of the anticipated residential apartments for the precinct.
- 14.16. The provision of commercial floorspace exceeds the anticipated amount, but it does so due to the Bunnings floorspace provided in Stage 1 that occupies around 10,500sqm. Bunnings is a very specific type of retailer that requires a large floor area among other unique requirements. None of the precincts within Doncaster Hill anticipated the commercial floorspace necessary for a Bunnings store.
- 14.17. The large floor area that is required for Bunnings prevents the highly permeable urban fabric outlined in Council's vision for the precinct (at Clause 21.09). However, the opportunities that are lost through having a large building on the site are limited and generally outweighed by positive outcomes that benefit the community and are consistent with the broader vision for Doncaster Hill including more local employment (more than 200 positions on-going according to the Bunnings Press Release), an increase mix of uses and significant activation of the pedestrian realm along a vital 'linking' portion of Doncaster Road.
- 14.18. The proposal will see Doncaster Road transformed to the required boulevard, and activated with the pedestrian entrances to Bunnings, two retail premises and a residential entrance (i.e. four entrances, on average 30m

apart). The Bunnings interface comprises a large window through to the void between floor levels that will provide transparency, increased passive surveillance and visual interest to the pedestrian realm. It is acknowledged that the window does not provide for the same level of 'activation' than a traditional shop front and doorway, however, windows have been used in other development in Doncaster Hill (such as the library) to provide visual interest. The outcome is acceptable and a condition will be used to ensure it remains transparent (not covered by promotional material or film) and views through to the store are maintained. Bicycle hoops and seating are proposed to occupy parts of the pedestrian realm. Seating is built into the widow façade of Bunnings.

- 14.19. The provision of a high quality public realm interface with Doncaster Road will help achieve the precinct objective relating to a pedestrian connection between Precinct 4 (Westfield Doncaster) and Precinct 1 (the civic and education precinct). Doncaster Road is already the key pedestrian route through Doncaster Hill. Retaining a limited number of connections will funnel pedestrians into this space. The space will receive a particular boost from shopper travelling between the commercial components of this development and Westfield Doncaster.
- 14.20. The amended application shows a second pedestrian link between Tower Street and Council Street through the rear of the site within the 4.5m landscape setback. This link was not proposed in the original application, but the applicant was encouraged to provide a secondary path of travel whilst the driveway remained open. However, the driveway is now fully enclosed. The pathway does not achieve a level of safety required under *Safer Design Guidelines for Victoria* (Crime Prevention Victoria and Department of Sustainability and Environment, 2005) as it is provided no passive surveillance between a boundary fence and a 9m high concrete wall. A condition will required this pathway be removed (see Condition 1.2).
- 14.21. A pedestrian link in this location is also unlikely to function well given it will be adjacent to the service area of Bunnings and will end at the vehicle ramp associated with the exit of the multi-level car park at Westfield. Doncaster Road, Berkeley Street and Goodson Street offer better connections between Westfield and the civic and education precinct.
- 14.22. The public realm of Council Street and Tower Street are also enhanced through additional activation in stages 2 and 3 of the proposal, with Council Street having a residential interface including the main residential entry and 5 apartments with direct access from the street. The residential interface within Council Street will reinforce that this is a local side-street rather than a main thoroughfare. Tower Street will have a commercial interface, consistent with its standing as a collector road for Westfield Doncaster.
- 14.23. The final precinct objective relates to stepping development down the hill to the north, which will be achieved and is discussed further under the heading Architectural Quality below.
- 14.24. Ultimately, the development (including Bunnings) should be seen as offering an appropriate and alternative development outcome to that first envisaged for the sites.

Specific ACZ1 Requirements

- 14.25. Section 5 of this report has outlined the purposes and objectives of the ACZ1, including the specific visions for Precinct 3 of the Doncaster Hill Principal Activity Centre where the site is located. However, the ACZ1 is much more prescriptive than simply listing policy ambitions. The ACZ1 sets a number of mandatory and preferred maximums/minimums for buildings within the Activity Centre. These mainly relate to the scale of the development, such as height. The requirements establish a three dimensional building envelope for each site. A permit may be issued where a maximum or minimum is preferred (not mandatory) and has not been met.
- 14.26. The following assessment identifies and considers these mandatory and preferred requirements from the ACZ1:
- Building Height – Requirement Met*
- 14.27. This is a mandatory maximum requirement. The maximum building height for this site is 29m with an allowance of another 5.8m for a design element. Each apartment building has a component of roof that approaches 29m in height in several locations, however never exceeds the height. The requirement relating to maximum building height in the ACZ1 is therefore achieved. No allowance for a design element is being sought.
- 14.28. The screen surrounding the plant on top of the building complies with the requirements of the ACZ1 which make allowances for plant rooms, plant screens and lift-overruns above the maximum building height if certain parameters are met. In this instance the parameters are achieved and it is not considered that the screening will be highly visible as it is a recessed element on top of the roof.
- Building Setback – Requirement Met*
- 14.29. The front setback is a mandatory minimum requirement. The minimum front setback is 5m to a podium element and 15 to the front tower edge.
- 14.30. The building has been setback a minimum of 5m from the front boundary to provide for the 5m wide boulevard treatment in front of the site. The front setback mostly exceeds 8m due to the uneven alignment of the site boundary. The tower element is setback 15m in accordance with the control. The setback will allow for the boulevard treatment, and for the boulevard treatments to vested as public land (see Condition 1.22)
- 14.31. The side and rear boundary setbacks are preferred minimum requirement (i.e. they can be varied by a permit). The minimum setback from the side boundaries (Tower Street and Council Street) are 4.5m and the minimum setback from a rear boundary is 4.5m. It is noted minor building elements such as balconies, sunshades and screens may be constructed within the setback areas specified provided they are designed and located to the satisfaction of the responsible authority.
- 14.32. To Tower Street and Council Street, Stages 2 and 3 buildings are generally setback from the boundary the required distance of 4.5m. The facades include some minor encroachments of balconies and car park screening, although in other areas the setbacks are slightly greater as subtle articulation and design interest is included in the buildings. The setbacks adjacent to Council Street in Stage 3 are mainly used as open space areas for ground level apartments, which is a great outcome that reinforces the residential status of Council Street as a local road.

- 14.33. There is one area of significant encroachment into the required side boundary setback in Stage 3 where the subject land will be given over to the widening of Council Street towards the Doncaster Road intersection. Here the building is located almost adjacent to the new property boundary. However, visually, this will only be recognisable immediately adjacent to the intersection where the trafficable lanes multiply from two to four. In more distant views, the setback appears coherent with remainder of the building and the compliant setback.
- 14.34. The required rear boundary setback is achieved in most parts also. The residential towers in Stages 2 and 3 are setback the required 4.5m, although with projecting balconies. This is a common occurrence that has been approved on various other site provided overlooking issues are addressed (refer to the Amenity Impacts discussion in this assessment) and where the majority of the balcony area sits within the building and therefore accord with the required setback. This occurs here, where generally less than a third of each balcony encroaches into the preferred rear setback.
- 14.35. In the amended application Bunnings, including its nursery and loading area, accords with the 4.5m setback requirement. This was not the case in the previous application. The 4.5m setback from this boundary ensures separation between future buildings and provides for a strong landscaping buffer at the rear of the site as promoted by the Doncaster Hill Strategy.
- Overshadowing Doncaster Road and land outside of the activity centre – Requirement met with conditions*
- 14.36. This is a preferred minimum requirement (i.e. can be varied with a permit), that development on the north side of Doncaster Road must not overshadow more than 1.2m beyond the back of kerb on the southern side of Doncaster Road between 11.30am and 1.30pm on 22 June.
- 14.37. The original proposal was designed in such a way that prevented this shadowing as the top level of the Stage 1 apartment buildings was setback slightly further from Doncaster Road than the tower below (at 18.5m). However, this has appeared to have been missed in the amended application where the top level is now setback 17.8m in line with the floors below. A condition will require a greater setback of the top level and plans to show that the extent of shade as shown on previous cross-section plans (TP3.13.3) is maintained (see Condition 1.11).
- 14.38. The development will shade no land outside of the activity centre.
- Boulevard Treatment – Requirement Met*
- 14.39. The Boulevard Treatment consists of a number of elements that seek to transform the pedestrian realm along Doncaster Road including sufficient setbacks to allow pavements and landscaping improvements, and a consistent 'human' scale of buildings adjacent to the street frontage. The proposal is setback a great a distance than the minimum necessary (generally 8m compared to 5m) to provide for the 'boulevard treatment' in front of the development including the necessary tree planting and pedestrian pavement.
- 14.40. The height of the proposal's podium is slightly below the 12m height encouraged in the ACZ1 at 10m. The undulating topography of Doncaster Hill means podiums will not always be viewed as the same height, and various heights +/- 2m have been approved across the precinct. The podium at The

Pinnacle development is one such example that varies in height. The Doncaster Hill Strategy 2002 seeks:

- The scale (of development) at street level must be consistent. A podium of at least three levels should be provided along Doncaster Boulevard frontage.

14.41. The proposal provides a podium that is of a consistent scale and that is three storeys in height across the Doncaster Road frontage.

Architectural Quality

14.42. The development will have a significant and positive impact on Doncaster Road, Council Street and Tower Street. The buildings in each stage present a legible and coherent presentation that is generally dynamic and visually stimulating. The prominent architectural expression includes façades that balance horizontal and vertical massing through strong balcony elements and changes in materials of construction.

14.43. Importantly, the high quality façades are viewed as an integrated component that wrap around the corners of the development site. This development has no 'back end', or even 'side end', that is highly exposed to the public realm. From Berkeley Street, the rear of the development will be screened by development occurring on the south side of Berkeley Street.

14.44. The overall architectural quality of the building fulfils the broad vision for Doncaster Hill:

- To encourage innovative, contemporary architecture that provides a distinctive sense of identity for the DHPAC (objective ACZ1)
- To ensure that built form outcomes demonstrate the use of contemporary architecture combined with innovative urban design and building techniques that incorporate ecologically sustainable design principles. (vision DHS,2002)

Tower treatments

14.45. The height and scale of the apartment buildings that sit above the commercial podium are similar to the height and scale of other developments approved on Doncaster Hill including The Pinnacle and the proposed Englehart development opposite on Doncaster Road. The towers may be viewed as being attached from the Doncaster Road approach, but read as separate and more refined elements once viewed closer. The residential towers are separated from each other by 11m and 7m.

14.46. The building in Stage 3 steps lower by two levels at the northern interface to achieve the following precinct objective:

- *To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges (ACZ1).*

14.47. This stepping will be viewed primarily from Council Street, north of the activity centre (refer to perspective drawing TP.26). It provides a softer visual transition from the height of development allowed on the site (29m), to the lower maximum building height allowed on the sites to the north (14.5m). The building without this transition (as it was first proposed) appeared particularly boxy and overbearing.

- 14.48. More modest stepping occurs on the top level of the residential towers in Stage 2 and 3, where the top level take on a lighter appearance with metal exterior cladding. This is a proven architectural design technique that helps ground buildings and reduces visual bulk at the upper levels. The prominent and heavy architectural expression of the buildings only rises 23m above natural ground level adjacent to Doncaster Road which is considerably less than the 34.8m maximum height that could be achieved including the design element.
- 14.49. The only locations where the prominent architectural expression is viewed to the full height of 29m is at the rear of Stage 2, which is hidden from the public realm largely by Westfield Doncaster.
- 14.50. A couple of subtle design changes will be required to the façade of the development in Stage 1 by condition including the removal of the heavy banding at the top of the building that matches the balcony balustrade elements of the lower floors (see Condition 1.12). This was introduced in the amended application as the previous proposal included a lighter design element on the top floor.
- 14.51. Conditions will also require the internalisation of the external stairs on the western elevation, as well as a break introduced in the balcony façade on the eastern elevation (see Condition 1.13 and Condition 1.14 respectively). These conditions seek to improve the visual presentation of the tower element given the building is likely to viewed in isolation for a relatively long period before Stages 2 and 3 are constructed.
- Podium Treatments*
- 14.52. The architectural treatment of the podium complements the tower elements of the development. The podium is visually bold. It retains a consistent height and introduces a strong horizontal element that reduces the verticality of the development further.
- 14.53. The podium comprises three slightly different treatments that divide the frontage into the various uses occurring in the building (outlined below). This occurs in a coherent manner, although it was more clearly depicted in the original application plans. In the amended application it is unclear as to the extent of glazing and concrete panels, as the plan showing this detail has been omitted. A condition will require a clear podium elevation including better distinction of materials (see Condition 1.1).
- 14.54. Generally though, dark coloured feature brickwork is used at the Doncaster Road corners of the building to help reinforce the notion that Stage 2 and Stage 3 are 'bookends'. This feature brickwork wraps around each corner and helps identify the locations of the retail tenancies.
- 14.55. In the middle of the Doncaster Road frontage is the podium presentation of Bunnings which comprises vertically aligned grey coloured metal fins that vary in transparency allowing views to natural concrete, transparent glass and red glass facade in the background. In sections the fins are peeled back completely, including at ground level, to allow the background material to dominate. At night, internal lighting will illuminate the glass background façade and spill through the spacing between the fins. This is a high quality façade that is very different to the typical Bunnings store.

- 14.56. The third treatment is a lighter element and separates the façade of Bunnings from the dark brickwork of the facades in stages 2 and 3. It comprises a textured concrete wall with plants cascading from planter boxes on Bunnings roof top. This highlights the residential entry of Stage 1.

Pedestrian interface

- 14.57. The residential entries of the three residential towers are visually apparent and generally well designed, although the quality of the entry in Stage 1 has declined from the original proposal as indicated in the urban design referral.
- 14.58. The single entry on the east side of the Bunnings store is identified by a green wall that cascades from the three level podium, different colour footpath paving, planter boxes and seating. However, the entry's presentation is narrower than previously proposed and there is no longer a transition area or waiting area that provides and receives passive surveillance from Doncaster Road. The entry is in essence a long corridor. The bicycle storage room adjacent to the entry (which is a fabulous addition to the plans due to being easily accessible) is too narrow to function. There is scope for the entry to be amended to have a wider and stronger presence to Doncaster Road and this will form a condition (see Condition 1.10).
- 14.59. The residential entries in Stage 2 and Stage 3 from Tower Street and Council Street respectively incorporate wider foyer areas than Stage 1 and are of a high standard. They are identified not by a green wall, but by a void in the building and changes to the materials of construction. These entries provide much shorter corridors to the lifts as the residential towers do not need to be setback behind a podium.
- 14.60. The pedestrian realm in Council Street also benefits from having a direct residential interface at street level, with windows, balconies, separate entries and open space of apartments adjacent to the footpath. This gives it a softer residential interface that reinforces Council Street as a residential side-street and not a main thoroughfare.
- 14.61. Adjacent to the footpath in Doncaster Road and Tower Street are commercial frontages. This report has already detailed that the interface incorporate glazing that provide transparency, surveillance and visual interest over the pedestrian realm. Bunnings incorporates a large window with built in seating in front of a void area between its floor levels. The retail tenancies provide wide canopies above the footpath for weather protection.

Signage

- 14.62. The proposed signs are limited to the large Bunnings hammer logo cut-in and integrated into the design of the podium treatment, as well as a relatively small illuminated panel sign above the pedestrian entry. The signs are well located, high quality and achieve the four decision criteria in the ACZ1 (integrated within the podium, sized to complement the scale of the building, limited in number, and avoids visual clutter). A condition will require additional information in relation to the precise size of the business identification sign above the entry (see Condition 1.1).

Amenity Impacts

- 14.63. The *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004) provide design criteria for assessing amenity impacts from the residential component of the development. The most critical issues are protecting neighbours from overlooking, minimising visual bulk and limiting shade.
- 14.64. The Guidelines seek 'equitable access' in relation to outlook and sunlight (objective 2.6) and suggest new development be designed to achieve Clause 55 requirements in relation to overlooking and overshadowing secluded private open space.
- 14.65. The ACZ1 provides some guidance in assessing the amenity impacts of the commercial component of the development (including Bunnings).
- Overshadowing*
- 14.66. The site is favourably positioned with a street interface to the south, east and west and therefore overshadowing is limited to these interfaces and not the residential interface to the north.
- 14.67. The shadow diagrams provided with the application indicate that there is no shade cast beyond Tower Street in the morning (after 9am) at the equinox. Some shade is cast beyond Council Street in the afternoon, but this is limited to after 3pm at the equinox. This shade will not extend over any of the key outdoor play areas or buildings of the school until well after school hours. The development will eventually shade the former Shire Hall, but not until the late afternoon and evening. The green space in front of the Shire Hall is already largely shaded at this time.
- Residential Overlooking*
- 14.68. In relation to overlooking, the guidelines (Objective 2.9) require Council to consider residential overlooking within a 9m radius of habitable room windows and balconies (the same as Clause 55). The only residential interface the site has is to the northern boundary.
- 14.69. Adjacent to the north boundary the walls and windows of the buildings in Stage 2 and 3 are setback 4.5m. Balconies associated with Stage 2 of the development are setback 3.7m and balconies of Stage 3 of the development are setback 3.8m. The plans make reference to privacy screening but this is not shown on the elevations.
- 14.70. The residential component of Stage 1 produces no overlooking issues as the building is setback more than 40m from the northern boundary.
- 14.71. The adjacent properties also fall within the ACZ1 and therefore are subject to increased development potential (development is already underway on the 3 of the 7 properties). To achieve an equitable outcome in these circumstances, it is generally accepted that a sharing of space to resolve overlooking issues may occur, i.e. a setback of 4.5m from the common boundary on both sides will produce the required 9m separation. It is noted 4.5m is also the preferred rear boundary setback in the ACZ1.
- 14.72. The proposed development subject to a condition requiring screens to be shown on elevation, accords with these longer term aspirations. It is considered reasonable for the outer edge of the balconies to sit within the 4.5m setback provided the majority of the balcony area sits outside the 4.5m

setback and they include some screening measures where they are within 4.5m (see Condition 1.15).

- 14.73. This said, the current residents adjacent to the development who have raised issue with loss of privacy can rightly expect some protection, particularly in the short to medium term before they develop their parcels of land and at the lower levels of the development where the views from the apartments are most direct. A condition requires screening to be introduced at levels 1 to 4 of Stage 2 and Stage 3 buildings to ensure direct overlooking is avoided in accordance with the Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) (see Condition 1.15).

Visual Bulk (residential component)

- 14.74. The setback and the design of the tower elements of the development generally guard against visual bulk. The setback of the residential towers (4.5m) achieve the ACZ1 requirements (4.5m) and sit behind landscaping planting adjacent to the internal driveway at the rear of the site. The balconies which project slightly into the setback (as indicated above) help break up the façade and provide design interest.

- 14.75. A conscious effort has also been made to reduce the bulk of the north elevation of Stage 3 through the removal of apartments on levels 5 and 6 at the northern end so there is a step down to a lower building height (from 29m to 22.5m) adjacent to the boundary. This lower height provides greater transition to future development proposed north of the site where the ACZ1 sets a maximum building height to 14.5m.

Visual Bulk (Bunnings and service road)

- 14.76. The neighbour's southern outlook will be towards a textured concrete wall with a height of around 8.5m. The wall encloses the service driveway associated with the development and Bunnings loading area. The wall is setback 4.5m from the boundary (behind landscaping) and designed with an invasive creeper (climbing fig) to grow on its outside. The visual bulk associated with the high wall is mitigated through its texture, colour and several openings through to the Bunnings nursery. These aspects are sufficient to help break up its mass.

Noise including from Bunnings

- 14.77. The internal driveway at the rear of the site that services the development (customers, residents and deliveries) has been setback and enclosed in the amended application. Previously, the driveway was setback around 1.5m from the rear boundary and open to the sky.
- 14.78. Enclosing the driveway within a concrete structure will protect the neighbours from vehicle noise associated with the development including noise generated from Bunnings loading/unloading operations and trade area at the rear of the store. It is noted the trade area is fully enclosed similar to Bunnings Hawthorn, and is not a full service outdoor trade area such as most Bunnings including Nunawading.
- 14.79. The concrete wall that encloses the driveway also extends upwards to surround the Bunnings nursery. The wall, which is around 4m in height around the nursery, prevents noise from customers impacting on neighbours. The wall is the same height as the wall around the similar sized nursery area

of Bunnings Hawthorn, which also backs onto residential land and apartments although with a lesser setback. A condition will require transparent material such a toughened glass or plastic within three 'openings' in the wall (see Condition 1.16). The openings are a desired addition that will help break up the visual mass of the wall when viewed from the adjacent residential properties.

- 14.80. In relation to resident noise, it is noted that a permit is not required to use land for more than one dwelling and accordingly noise considerations are limited to large plant and the like. Residential noise associated with an apartment is considered normal and reasonable in an urban setting. Air conditioning units and basement exhaust fans etc are not specifically shown on the building's roof, although an area for plant and equipment surrounded by a visual screen is shown. A condition will require details of basement ventilation be shown (see Condition 1.19).

Wind

- 14.81. A wind impact assessment report concludes that the buildings will generate no discernable impacts to the walking comfort of pedestrians around the site or within the roof garden area.

Internal Amenity and Servicing

Dwelling variety

- 14.82. The residential component of the development provides for a range of apartments in terms of size and orientation in accordance with the vision for Doncaster Hill:

- *To provide greater diversity of dwelling types (vision in DHS, 2002)*

- 14.83. The variety includes bedroom numbers (single and two bedroom apartments are proposed) and open space provision (balconies, ground floor terraces and roof terraces all of varying sizes between 8sqm and 60sqm).

- 14.84. The apartment buildings appear to be aimed at the more affordable end of the market spectrum. This is illustrated by the provision of mostly modest sized one-bedroom apartments (generally sized between 43sqm and 48sqm), modest balcony areas and relatively modest lobby areas. However, this is not to say the development is lacking, or provides poor amenity.

- 14.85. The proposal is consistent with the following objectives of the Doncaster Hill Strategy and the Manningham Planning Scheme:

- *To substantially increase the provision, intensity and diversity of housing (especially affordable housing), that allows for all sectors of the community to live in the centre (vision in DHS, 2002)*
- *Support opportunities for a wide range of income groups to choose housing in well serviced locations (Clause 16.01-4)*

- 14.86. The location of the building is exceptional in regards to commercial and community services being adjacent to Westfield Doncaster and its transport interchange. Clause 21.09 seeks to:

- *Provide housing where residents may walk to facilities and services (Clause 21.09)*

- 14.87. The development is also opposite Doncaster Primary School and a short walk from Council's Civic Centre and MC2 library and community building.
- 14.88. Residential amenity throughout the building is high. The precinct objectives in the ACZ1 highlight the substantial views that can be captured from the site particularly to the northern ranges. The residential buildings are positioned to maximise quality long distance outlooks towards the Melbourne CBD (west), Kinglake (north) and The Dandenongs (east), or provide views over the landscaped roofed area of Bunnings.
- 14.89. The apartments are provided reasonable balconies and roof areas that all exceed the 8sqm recommended in the *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004). The apartments and balconies are provided a high level of privacy, natural light and are generally shaded as part of the design detail.
- 14.90. Additional to the private balconies, all apartments have access to the communal open space area on the roof of Bunnings (detailed below).
- Privacy and Light*
- 14.91. In terms of privacy, the east facing balconies and windows in the Stage 1 tower are separated from the development in Stage 3 by 11m. This exceeds the recommended 9m viewing arc which prevents unreasonable overlooking. The separation between Stage 1 and Stage 2 is between 6 and 8m, although balcony spaces are not aligned opposite each other. The separation in this location is acceptable.
- 14.92. There is one instance on each level at the internal corner of the apartment building in Stage 1 where balconies and windows in different apartments are separated from each other by less than 2m. This is less than ideal, but it only occurs on six occasions in total. A condition will require some additional screening to provide additional privacy where this occurs (see Condition 1.15.3).
- 14.93. In terms of natural light, there are no bedrooms that are reliant on 'borrowed light', due mainly to the relatively narrow footprints of the towers. A modest number of apartments are provided studies and kitchens that are semi enclosed or not immediately adjacent to a window, which is considered acceptable in a development of this scale as it adds further variations and options for purchases.
- 14.94. There are several apartments at Level 1 of Stages 2 and 3 that have a direct outlook towards the external side wall of Stage 1 (the side wall of Bunnings). The outcome is not ideal given the quality of the outlook (onto a 3m high wall) and the apartments will receive less natural light. However, the applicant has sought to maximise light entering these units by offsetting the balconies above (maximising the size of the lightcourt). The balconies are also oversized and/or well proportioned being able to extend right to the property boundary (i.e. they are much wider than the typical balcony width of 1.8m).
- 14.95. The scenario is limited to 17 apartments of the 385 apartments in total. Given the low number and the lack of alternative options the scenario can be seen as providing added variety.

Internal noise

- 14.96. There is a need for Council to advocate for noise attenuation measures for apartments adjacent to Doncaster Road and adjacent to the Bunnings nursery. This would be resolved via a standard condition asking for an acoustic report. It is noted the Sustainability Management Plan indicates double glazing will be used for all residential apartments which should provide the adequate protection from noise (see Condition 1.29).

Communal facilities

- 14.97. The apartments are serviced by a minimum of two lifts in each building and 1.5m wide corridors that, although long, are generally easy to navigate. Natural light will illuminate many of the corridors and provides an outlook for those waiting for lifts. Each level has access to waste and recycling chutes.
- 14.98. The apartments in all three stages share a sizable area of communal open space on top of the roof of Bunnings that comprises deck areas, lawn and landscaping. A veggie patch is also proposed.
- 14.99. A sizable residents lounge, outdoor room and gym space is provided in Stage 3 for the exclusive use of residents in this building. This space is provided at ground level adjacent to the 6m high side wall of Bunnings. Given this space receives very little natural light, the space appears unsuitable for any other purpose. It is envisaged that these spaces may be booked through the body corporate. The room is reasonably located near the building's entry, if for example residents who run a business from their apartments wanted to hold a client meeting or the like. It may also be used for body corporate meetings. The application does not seek permission for this room to be used by the general public.

Storage

- 14.100. An area of storage is shown on the plans for the majority of apartments in the preferred cupboard arrangement, which is preferable as it leaves storage items more secure and without smelling of car fumes. The cupboards are located on each level of the apartment building in Stage 1, mostly in the car parking area in the apartment building of Stage 2 and mostly at ground level in the apartment building of Stage 3.
- 14.101. However, the number of storage cupboards, in Stage 2 currently fall well short of the number of apartments. A condition will require additional storage in this stage, although due to lack of space it is likely to be provided by way of above-bonnet cages (see Condition 1.17).

Bicycle Parking

- 14.102. Bicycle parking for Stage 1 comprises 73 spaces at the lower basement, 43 spaces within the room adjacent to the residential lobby which has been identified as being unsuitable because of its width and 17 visitor spaces in front of Bunnings within the boulevard treatment. In Stage 2, 26 spaces are shown in the residential car park, 9 spaces are shown in the retail car park, 7 visitor spaces are shown in front of the residential lobby and 2 spaces are shown in front of the retail component within the boulevard treatment. Stage 3 has 25 spaces in the upper level basement for residents and 11 spaces shown in front of the retail component within the boulevard treatment.
- 14.103. The provision of 213 bicycle parking space in total easily exceeds the statutory requirements (179 in total).

- 14.104. The traffic report submitted with the application indicates the Bunnings store will provide four showers and associated change rooms for staff. The provision of such facilities would accord with the statutory requirements. A condition will require these facilities to be shown on plan (see Condition 1.19).

Waste and Recycling

- 14.105. The Waste Management Plan (WMP) provided with the application indicates residential waste and recycling will be stored in dedicated waste rooms in the basement of each stage. Each residential level has access to waste and recycling chutes. Bunnings will manage their storage and collection of waste from the storage and loading area adjacent to the internal driveway to the rear of the site. The large retail tenancy in Stage 2 will manage their storage and collection of waste room from their dedicated loading area off internal driveway also. The collection of waste is to occur from within the basements, three times a week.

- 14.106. Council's Waste Engineer has requested greater detail regarding the management and collection regime, suggesting all six collection regimes be analysed in a report individually as the parameters and issues vary for each. This should be advocated by Council and would be resolved via a standard condition following an ordinary approvals process. Ideally, waste collection should be limited to once a week given noise and parking disruptions caused by the collection. Plans must also demonstrate that the design of basements provide the necessary clearance and turning areas required for collection (see Condition 8).

Building Services

- 14.107. The plans show major equipment such as substations and fire water storage tanks located in the basement levels. Throughout the basement there are also service rooms for meters and fire pumps etc. Rooms for services and meters are also shown through the residential levels and entries of the proposal. The standard condition ensuring building services are integrated into the development is included in the recommendation (see Condition 1.27).

Sustainability

- 14.108. A Sustainability Management Plan (SMP) has been provided that outlines how the building may achieve the sustainability objectives of the ACZ1 in the areas of Building Energy Management, Water Sensitive Urban Design, Indoor Environment Quality, Waste Management, Quality of Private and Public Realm, Transport, and Demolition and Construction. The report commits to achieving a 4 star 'Best Practice' rating under the Green Star Multi-unit Residential and Green Star Retail guidelines, although does not indicate whether an official rating will be pursued.
- 14.109. The sustainability measures proposed in the building outlined in the SMP are separated into two areas, the commercial component and the residential component. Both components will be connected to the third pipe recycled water when available.
- 14.110. The SMP suggests the commercial component (Bunnings store) will minimise energy use primarily through superior thermal building envelope, reductions in energy use from solar pre-heated hot water, high efficiency HVAC systems and efficient lighting including the provision of skylights to

naturally illuminate the upper level during daylight hours. Rain water will be captured for the fire system.

- 14.111. The residential component will minimise energy use through superior thermal building envelope (including double glazing), reductions in energy use from high efficiency hot water (central gas system with solar pre-heats), efficient appliances and efficient lighting. The hot water system will be serviced by a 280,000 litre rainwater tank.
- 14.112. There are also a number of passive design features included in the building that will help achieve sustainability targets such as minimising south-facing apartments, shading windows with balconies above (including west-facing windows) and good access to natural light and ventilation.
- 14.113. Overall and subject to additional details, there are no aspects preventing the building from achieving the 'beyond compliance' target outlined in the ACZ1 (see Condition 3).

Car Parking

- 14.114. According to the applicant's car parking analysis, Clause 52.06 of the Manningham Planning Scheme and the Parking Overlay requires the development be provided with 643 spaces in accordance with the Parking Precinct Plan for Doncaster Hill, including 293 spaces associated with Stage 1 (157 for Bunnings based on it being restricted retail), 190 spaces associated with Stage 2 and 160 spaces associated with Stage 3. The development proposes an overall provision of 887 parking spaces, which far exceeds the statutory requirement.
- 14.115. Independent car parking is provided to each stage, and within each stage residential and commercial car parking is well separated. It is noted the provision of commercial car parking is slightly short in Stage 2 and Stage 3 (17 spaces in total), however the oversupply associated with Bunnings in Stage 1 (more than 240 spaces) more than makes up for this shortfall. Resident visitor parking is provided in accordance with the Parking Precinct Plan.
- 14.116. Bunnings have used a formula based on their floor area and sales projections to determine they require around 400 car parking spaces during peak operations. As indicated previously, this far exceeds the 157 spaces required based on the floor area being restricted retail. It also demonstrates that despite Bunnings forming part of a vibrant and pedestrian focused activity centre, a Bunnings in this location is expected to attract significant vehicle movements at peak times compared to other traditional restricted retail uses.
- 14.117. Clause 52.06 also provides guidance in terms of car parking design. The dimension of aisles and spaces generally accord with the requirements. Neither the applicant's traffic report nor Council's Engineers have raised any specific issues with the design.
- 14.118. The resident visitor parking is well located and easily accessible at the entry of each respective car park. Space is allocated in the basement for pedestrians to wait for lifts safely.
- 14.119. As indicated previously, the basements levels are mechanically ventilated and include numerous enclosed rooms for plant and equipment including a substation, fire pumps and fan rooms. Waste collection areas are also provided in the basement (an issue addressed above).

- 14.120. There has been a change from the original application in relation to residential parking in Stage 1. In the original application residential parking was accessed via express ramps that bypassed the commercial car parking of Bunnings. These ramps have been removed, in part to reduce car parking to three basement levels rather than four levels. The change may have a positive effect in terms of traffic management and sustainability as it is likely to deter residents from using their vehicles (for short trips etc) when they need to negotiate ramps, car parking aisles and exits already congested by Bunnings customers.

Traffic

Doncaster Road

- 14.121. VicRoads originally expressed concerns with the impacts of the development on the Doncaster Road, sighting unreasonable travel delays and safety concerns through the precinct with the original proposal.
- 14.122. The amended application proposed additional road mitigation works and a reduced Bunnings store size (smaller by around 9%). VicRoads have indicated they withdraw their objection and now consent to the development subject to conditions being included on any permit granted. PTV have also provided conditions relation to bus operations (see Conditions 48 to 59).
- 14.123. Changes to Doncaster Road, either proposed or required by conditioned, will see:
- Widening of the roadway to the north to provide a left turn deceleration land to Council Street. This will require some private land to be given up to "Road" on title, and the existing bus stop to be relocated.
 - The lengthening of the right turn lane on the eastern approach of Doncaster Road into Council Street to 170m.
 - Bus priority signals at the Council Street intersection.
 - A 'shelter' added to the relocated bus stop.
 - Relocated street lighting to the standard Doncaster Hill design.
 - Doncaster Hill boulevard landscape treatment.
- 14.124. VicRoads have raised a potential issue with the pedestrian path along Doncaster Road which the plans show remaining as part of the application site and not included in the part of land which would be transferred to the Roads Corporation for the proposed road widening. VicRoads' fourth condition (Condition 51) requires all footpaths and nature strips (i.e. the boulevard treatment) be vested in the Roads Corporation. A condition will require the plans show notations that accord with this requirement (see Condition 1.24). Officers support the requirement as it ensures the boulevard treatment is provided in public ownership and can be maintained without difficulty.
- 14.125. Further to the issue that is raised in paragraph 8.12 relating to the tensions between VicRoad's statutory referral requirements for Doncaster Road and the planning policy vision outlined in the Doncaster Hill Strategy. Officers will continue to question the need for such a long turn lane into Council Street inbound (See Condition 48.1 that requires a 170m long lane) when the applicant's own traffic report suggests that only 75m of vehicles queuing is anticipated during peak operations. Other questionable

requirements in referral include what appears to be additional control on the type of vegetation that can be planted in the Boulevard (see Condition 49). VicRoads have already given consent to this landscape outcomes on other sites and when the control was original prepared and considered through a panel process.

Local Traffic Impacts

- 14.126. The primary vehicle access to the development is via Council Street and the internal driveway to the rear of the site. During Saturday peak periods, vehicle movements on Council Street are anticipated to increase by approximately 572 vehicles per hour (237 vehicles entering and 335 vehicles exiting). At other times, including during school drop-off and collection times, the increases will be far more modest. The main generator of traffic in the development is Bunnings, and its retail peak (Friday evening and weekends) will not coincide with the School peak. Other peaks include the residential commute associated with the apartments, which also occurs just outside traditional school hours.
- 14.127. To cater for the increased traffic in Council Street, it will be widened to include an additional exit lane at Doncaster Road and a wider entry lane. The exit lanes to Doncaster Road will be lengthened to 75m. A supervised crossing area and speed hump is currently located within this distance and will need to be relocated, preferably beyond the north boundary of the application site away from traffic generated by the proposal.
- 14.128. The applicant and the school are in negotiations in relation to the best location for the crossing following the development. A condition requires the crossing be reconstruction elsewhere at the cost of the permit applicant and prior to development commencing. It will be located and constructed to the satisfaction of Council and with input from the Primary School. A condition will also flag the potential need for barriers along the eastern side of Council Street to make the footpath area adjacent to the road widening safer (see Conditions 1.6 and 1.7).
- 14.129. Council's Traffic Engineers originally raised some significant concerns with the design and functioning of the intersection of Council Street and the internal driveway that services the development at the rear of the site. This intersection has been widened considerably to cater for movements of a 12.5m long rigid delivery vehicle entering the site in the amended application with the introduction of the splitter island to aid pedestrians crossing. The Engineer's outstanding concern is that the splitter island is not of sufficient width (2m) to enable safe pedestrian crossings (see Condition 1.8).
- 14.130. Council's Engineers have also raised issues with vehicles queuing and banking back in the car park at peak times. This is an internal management issue that will be controlled by signs and linemarking. Condition 19 requires the car parks to be properly constructed and linemarked before the building is occupied.
- 14.131. Council's Engineers have raised no concerns with the Tower Street access arrangements for Stage 2.
- Loading and Unloading facilities*
- 14.132. A loading and unloading area for Bunnings is provided midway along the internal driveway to the rear of the site, adjacent to an internal storeroom

and goods lift. The loading area is 7.5m wide and over 25m in length. Delivery trucks will enter via Council Street and depart using Tower Street. The applicant has advised that Bunnings will only be serviced using heavy ridged vehicles (12.5m in length) outside of school pick-up and drop-off times (see Condition 36 and 37).

- 14.133. The space allocated to Bunnings for unloading is significantly greater than the 116sqm required under Clause 52.07 of the Manningham Planning Scheme and, unlike the original application, now appears to be designed for two trucks to unload at one time.
- 14.134. The unloading area is fully enclosed within the internal driveway and therefore loading and unloading operations are unlikely to directly impact adjoining neighbours.
- 14.135. On the upper basement level (level 2), Bunnings customers are provide a 'large item pick up zone' in an area that is reasonably convenient to a lift. This maybe an alternative to collecting larger items from the trade supply area. It is noted basement level 2 has additional height clearance to make collection of large items easier.
- 14.136. The retail tenancy proposed in stage 2 is provided a loading area with direct access from the internal driveway. This space is around 12sqm and requires a truck to park within the 7.5m wide internal driveway. The arrangement is not a dedicated 'bay' in accordance with the loading area requirements of Clause 52.07. However, the loading area should function appropriately based on the tenancies size and expected use.

Landscaping

- 14.137. Indicative landscaping plans have been submitted with the application. They show a variety of plantings along the street interface of the site, as well as landscaping to the rear of the site and in the communal area above Bunnings.
- 14.138. The plans show the necessary canopy planting along Doncaster Road required to achieve the boulevard (plane trees and ornamental pears), as well as some seating and mini plaza areas for artwork or the like. Canopy trees are also proposed to be planted along Council Street and in the small private areas of the apartments at ground level. Landscaping in the verge adjacent to Tower Street will be strengthened. To the rear of the site screen planting is shown in the 4.5m building setback.
- 14.139. The podium features appropriate landscaping that should provide for mostly passive uses by future residents of the development.
- 14.140. Condition 11 requires a landscape plan be approved before development starts.

Staging

- 14.141. The development is proposed to be constructed in three stages. Each stage is independent, except that each residential apartment complex will share the rooftop above Bunnings as communal open space.

- 14.142. The applicant has provided little information on the reasons and timing behind the staging, other than to indicate that the sale of 350+ apartments on the market at any one time is not feasible. Therefore, if Stage 1 is completed it could be some time before Stage 2 and Stage 3 is constructed.
- 14.143. Stage 1 comprises the Bunnings store together with 124 residential apartments and 538 car parking space. To each side of Bunnings are parcels of land 22m wide. This is an ideal width for an apartment building if the design is to change as it provides for a typical floor-plate design utilising reasonably narrow apartments on either side of a central corridor, and for car parking either side of a central aisle (as the current plans shown).
- 14.144. Plans provided with the application show the two parcels of land will be landscaped following the completion of Stage 1 and used for passive recreation space. This interim use cannot change except with planning permission (either under this permit or a new planning permit).
- 14.145. The side elevations of the Bunnings store in Stage 1 are not particularly attractive, comprising two tone concrete panel walls. However, with targeted canopy tree plantings beside the walls and some additional and temporary architectural treatments (such as the horizontal timber battens added similar to those used on the east facing façade of Westfield) the elevations will be reasonable (see Condition 1.30).
- 14.146. A condition will also require a break be incorporated in the balcony design of the east elevation of the tower in Stage 1 (see Condition 1.14). This elevation will eventually be screened, but until Stage 3 is constructed the façade features little articulation.
- 14.147. The land comprising Stage 3 is likely to be used to minimise the construction impact of Stage 1 and Stage 2 on the community, should it be approved. This will be controlled through a Construction Management Plan required by a condition (see Condition 5). The final stage will not have the benefit of vacant land during construction so a comprehensive management plan will be paramount.

15. CONCLUSION

- 15.1. It is recommended Council issue a Notice of Decision to Grant a Permit as the proposal is acceptable subject to changes that can be implemented through conditions.
- 15.2. The construction of a well designed and visually interesting mixed use development comprising Bunnings, two retail tenancies and over 350 apartments will make a positive contribution to Doncaster Hill, fill a current unutilised site and activate the main boulevard through the centre.
- 15.3. The proposal arrives at an acceptable balance between observing the amenity of adjoining and nearby properties, with its attention to the internal amenity of future occupants.
- 15.4. The development will enable an increase in housing density and diversity in a location that has good access to services being opposite Westfield Doncaster and along several Smart Bus routes.

RECOMMENDATION

- (A) That having considered all objections A NOTICE OF DECISION TO GRANT A PERMIT be issued in relation to Planning Application No. PL12/022747 for the use of land for a trade supplies and restricted retail premise, and retail premises, the construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking, alterations to a Road Zone 1 including new access and display of business identification signage in accordance with the endorsed plans at No. 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street containing the following conditions

Amended Plans

1. Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted with the application (prepared by Hayball Pty Ltd, dated 21 Feb 2012) but modified to show:
 - 1.1. An additional plan (similar to Plan 3.14 of Hayball's April 2012 Plan Set) detailing the materials used in the façade of the building fronting Doncaster Road and the dimensions of all proposed business identification signs. (In the current elevations, it is difficult to distinguish between areas of glazing from concrete, and this is to be corrected. The red glazing behind the aluminum fins and glazed wall to the atrium similar to the April 2012 Plan Set is to be shown.)
 - 1.2. The pedestrian pathway within the landscaping buffer at rear of site removed.
 - 1.3. Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.
 - 1.4. A notation that the Boulevard Treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.
 - 1.5. An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group Traffic Engineering Assessment (dated 5 March 2013) and VicRoads conditions of this permit.
 - 1.6. A plan notation that the existing speed hump and pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost and with no net loss in the availability of car parking to the primary school to the satisfaction of the responsible authority.
 - 1.7. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
 - 1.8. A splitter island at the entry/exit of the internal driveway to Council Street widened to 2m.
 - 1.9. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.

- 1.10. The residential pedestrian entry to the apartments in Stage 1 redesigned to have a wider frontage and a stronger presence to Doncaster Road. The entry is to include a transition/waiting area that receives and provides direct passive surveillance to/from Doncaster Road (similar to the April 2012 Plan Set) and a functional bicycle storage room. The current bicycle storage room is too narrow.
- 1.11. The setback of the upper level of the apartment building in Stage 1 increased to 18.5m, or an alternative design outcome, so that the extent of shade cast by the building does not exceed the extent shown on TP3.13.3 of the April 2012 Plan Set.
- 1.12. The design of the upper level of the apartment building in Stage 1 revised so it is lighter in appearance by removing the heavy banding element leaving it similar to the design shown in the April 2012 Plan Set.
- 1.13. The stairs on the western elevation of the apartment building in Stage 1 internalised.
- 1.14. A break introduced into the rows of balconies on the east elevation of the apartment building in Stage 1 to provide relief and a vertical element in the facade. Ideally, the section of balcony in front of the bedrooms directly east of the internal stairwell should be removed to achieve this.
- 1.15. Screening introduced and/or clearly detailed on the plans in the following locations:
 - 1.15.1. On the north-facing balconies within Stage 2 and Stage 3, Level 1 to Level 4.
 - 1.15.2. On the balconies that overlook the trade supplies and restricted retail premise nursery area in Stage 2 and Stage 3, Level 1 and Level 2.
 - 1.15.3. On the eastern side of the north-facing balcony of the apartment adjacent to the internal corner of the building in Stage 1 (the apartment immediately west of the storage rooms).
 - 1.15.4. The bedroom window on the western façade of each level in the apartment building in Stage 1The screen devices must achieve the standards at Clause 55.04-6.
- 1.16. Glass or a transparent material to fill the openings on the north-facing wall of the nursery area within the trade supplies and restricted retail premise.
- 1.17. The number of storage areas in Stage 2 increased so there is one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.18. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.19. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.20. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.

- 1.21. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits.
- 1.22. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stage 2 and Stage 3 would satisfy this requirement.
- 1.23. Fixtures such as seating and/or public artwork that is to be installed in front of the building.
- 1.24. A notation that is consistent with the VicRoads requirements indicating that the footpath and naturestrip in front of the development is to be vested in the Roads Corporation.
- 1.25. Details of the bus shelter that is shown associated with the relocated bus stop.
- 1.26. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
- 1.27. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
- 1.28. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.
- 1.29. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.
- 1.30. The east and west elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
- 1.31. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.

Endorsed Plan

2. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

Sustainability Management Plan

3. Before the development commences an amended SMP that outlines proposed sustainable design initiatives for the modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate

the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with SMP prepared by Sustainable Development Consultants Pty Ltd dated April 2012 but modified to show measures outcomes that provide certainty and indicate whether an official or unofficial green star rating will be pursued.

4. Prior to the occupation of any building approved under this permit, a report from the author of the SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the SMP have been implemented in accordance with the approved Plan.

Construction Management Plan

5. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
 - 5.1. A liaison officer for contact by residents and the responsible authority in the event of relevant queries or problems experienced;
 - 5.2. Hours of construction;
 - 5.3. Delivery and unloading points and expected frequency;
 - 5.4. On-site facilities for vehicle washing;
 - 5.5. Parking facilities/locations for construction workers;
 - 5.6. Other measures to minimise the impact of construction vehicles arriving at and departing from the land;
 - 5.7. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;
 - 5.8. The measures for prevention of the unintended movement of building waste and other hazardous materials and pollutants on or off the site, whether by air, water or other means;
 - 5.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
 - 5.10. The measures to minimise the amount of waste construction materials, including details how the commitment to reduce or reuse 50% of construction waste going to landfill outlined in the SMP is achieved;
 - 5.11. The measures to minimise noise and other amenity impacts from mechanical equipment/construction activities, especially outside of daytime hours; and
 - 5.12. Adequate environmental awareness training for all on-site contractors and sub-contractors.
 - 5.13. Land in Stage 3 used to minimise the construction impact of Stage 1 and Stage 2.
6. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:

- 6.1. Monday to Friday: 7:00am to 7:00pm
- 6.2. Saturday: 9:00am to 5:00pm
- 6.3. Sunday and Public Holidays: No construction
7. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

Waste Management Plan

8. Before the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
 - 8.1. Specific waste management practices pertaining to each separate collection area in the development;
 - 8.2. Chutes, carousels, drop-off areas and compaction facilities;
 - 8.3. Access to bin rooms, chutes and drop-off areas;
 - 8.4. Hard waste collection;
 - 8.5. Collection locations and routines including times and frequency;
 - 8.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and,
 - 8.7. Sweep path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

Management Plans

9. The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority

Development Contributions

10. Before the completion of each stage of the development, a Development Contribution as agreed by the Responsibility Authority in accordance with Clause 45.06, Development Contributions Plan Overlay Schedule 1 – Doncaster Hill Development Contributions Plan must be paid to the Responsible Authority.

Landscaping

11. Before the development starts, a landscaping plan must be prepared by a landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan must be generally in accordance with the landscape plan by Tract Consultants dated 19 February 2013, but expanded to show:

- 11.1. The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (as per Part D Doncaster Hill Strategy 2002).
- 11.2. Details of interim landscaping and surface treatments over land in Stage 2 and Stage 3 of the development.
- 11.3. An in-ground, automatic watering system linked to the rainwater tanks in the basement.
12. Before the release of the approved plans for the development, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharged after a period of 13 weeks from the completion of all landscaping works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.
13. Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

Drainage

14. The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre-existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:
 - 14.1. Be designed for a 1 in 5 year storm; and
 - 14.2. Storage must be designed for 1 in 10 year storm.
15. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
16. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

Vehicle Crossovers

17. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
18. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

Car Parking

19. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
20. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
21. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

Roadworks

22. All proposed Council road mitigation works shown on the endorsed plans are to be completed before the occupation of any building in Stage 1. These include adding and extending the turn lanes in Council Street, relocating the speed hump and pedestrian crossing in Council Street, erecting security barriers where necessary and any modifications to the existing angled car parking spaces in Council Street as a result of the proposal.
23. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.
24. Before any roadworks associated with the development start, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:
 - 24.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;
 - 24.2. footpaths and/or pedestrian/bicycle paths;
 - 24.3. surface and underground drains;
 - 24.4. underground conduits for water, gas, electricity and telephone;
 - 24.5. appropriate intersection and traffication measures;
 - 24.6. appropriate street lighting and signage;
 - 24.7. high stability permanent survey marks;
 - 24.8. vehicle crossings;
25. Before any roadworks associated with the development commence, a plan-checking fee equal to 0.75% of the cost of construction of the development works, and a supervision fee equal to 2.5% of the cost of construction of the development works must be paid to the Responsible Authority.
26. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

Completion

27. All privacy screens and obscure glazing as required in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
28. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
29. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
30. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
31. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.
32. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
33. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
34. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.
35. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

Loading and Unloading Operations

36. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using medium ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
37. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
38. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

Amenity of Area

39. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
 - 39.1. Transport of materials, goods or commodities to or from the land;

- 39.2. Storage of goods and wastes;
- 39.3. Appearance of any building, works or materials;
- 39.4. Emission of noise, light, vibration, odour & dust.
- 40. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.
- 41. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
- 42. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
- 43. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

Business Identification Signs

- 44. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.
- 45. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
- 46. The approved signs must not contain flashing or intermittent light.
- 47. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

VicRoads conditions

- 48. Before the development starts and any plans endorsed by the Responsible Authority, a Functional Layout Plan, generally in accordance with the "Concept Road Improvement Plan" in Appendix A of Traffic Report Reference 13420R8123#2, for the proposed upgrade of Doncaster Road/Council Street intersection must be submitted to VicRoads for approval. The Functional Layout Plan must include the followings:
 - 48.1. A lengthening of the right turn lane on the eastern approach of Doncaster Road into Council Street to 170metres;
 - 48.2. Widening of Council Street to facilitate the inclusion of a third departure lane and lengthening of the departure lanes;
 - 48.3. Widening of Doncaster Road (to the north) to provide for a left turn deceleration lane to Council Street;
 - 48.4. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan;
 - 48.5. Relocated locations of street lighting poles and signal pedestals;

- 48.6. Relocated location of the existing bus stop.
49. Before the development starts and any plans endorsed by the Responsible Authority, a revised landscape plan must be submitted to VicRoads for approval. The landscape plan must show the following:
- 49.1. Any new tree along Doncaster Road will have a clearance of 4.2 metres and 3 metres to the edge of the through traffic lanes and the edge of the left turn deceleration lane on Doncaster Road respectively;
- 49.2. A minimum of 40 metres of approach sight distance shall be maintained between driver's line of sight for vehicles within the deceleration lane and pedestrian at Bunnings' Doncaster Road driveway access.
50. Before the development starts, amended plans must be submitted to and approved by VicRoads. When approved by VicRoads, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the submitted drawings (Drawings TP.01 to TP.012, Project No. 1672 prepared by Hayball Pty Ltd, dated February 2013), but modified to show:
- 50.1. All roadworks as depicted on the approved Functional Layout Plan (From VicRoads Condition 47) for the upgrade of Doncaster Road and Council Street intersection;
- 50.2. Landscaping along Doncaster Road reserve as shown in the VicRoads approved landscaping plan;
- 50.3. The road reserve boundary shall be revised to allow for sufficient setback between the proposed kerb line and property boundary, based on the approved Functional Layout Plan for the upgrade of Doncaster Road and Council Street intersection;
- 50.4. The proposed basement layout shall be located wholly within the private property as a result of Condition 49.3.
51. Where the roadworks, including footpath and nature strip, lie within private property, a widening of the road reserve will be required, at no cost to VicRoads. The developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labeled "Road", which is to be vested in the Roads Corporation upon certification the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificate of Title that issues in the name of Roads Corporation, are posted to: VicRoads – Property Services Department, 60 Denmark Street KEW, 3101.
52. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads.
53. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
54. Prior to the use of any retail and or trade supplies premises or certificates of occupancy is issued for any building hereby removed, all roadworks generally

in accordance with the approved Functional Layout Plan must be completed at no cost to and to the satisfaction of VicRoads and the Responsible Authority.

55. The preparation of the detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these takes the applicant will be required to comply with the requirements documented and "standard Requirements – Developer Funded Projects" and any other requirements considered necessary depending on the nature of the work.
56. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

PTV Conditions

57. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans to the satisfaction of the responsible authority and Public Transport Victoria must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - 57.1. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant;
 - 57.2. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and,
 - 57.3. Provision for a queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
58. Before the occupation of the development the bus stop, shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be constructed at a cost born b the permit holder to the satisfaction of Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
59. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

Expiry

60. This permit will expire if any one of the following circumstances apply:
 - 60.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
 - 60.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;

60.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;

60.4. The development associated with Stages 2 and 3 is not started within six (6) years of the date of the permit.

60.5. The development associated with Stages 2 and 3 is not completed within eight (8) years of the date of the permit.

The Responsible Authority may extend these times if a request is made in writing before the permit expires or within three months afterwards.

ALTERNATIVE RECOMMENDATION

That having considered all objections A NOTICE OF DECISION TO GRANT A PERMIT be issued in relation to Planning Application No No. PL12/022747 for the use of land for a trade supplies and restricted retail premise, and retail premises, the construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking, alterations to a Road Zone 1 including new access and display of business identification signage in accordance with the endorsed plans at No. 659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street containing the following conditions:

Amended Plans

1. Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted with the application (prepared by Hayball Pty Ltd, dated 21 Feb 2012) but modified to show:
 - 1.1. An additional plan (similar to Plan 3.14 of Hayball's April 2012 Plan Set) detailing the materials used in the façade of the building fronting Doncaster Road and the dimensions of all proposed business identification signs. (In the current elevations, it is difficult to distinguish between areas of glazing from concrete, and this is to be corrected. The red glazing behind the aluminum fins and glazed wall to the atrium similar to the April 2012 Plan Set is to be shown.)
 - 1.2. The pedestrian pathway within the landscaping buffer at rear of site removed.
 - 1.3. Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.
 - 1.4. A notation that the Boulevard Treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.
 - 1.5. An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group Traffic Engineering Assessment (dated 5 March 2013) and VicRoads conditions of this permit.

- 1.6. A plan notation that the existing speed hump and pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost and with no net loss in the availability of car parking to the primary school to the satisfaction of the responsible authority.
- 1.7. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
- 1.8. A splitter island at the entry/exit of the internal driveway to Council Street widened to 2m.
- 1.9. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.
- 1.10. The residential pedestrian entry to the apartments in Stage 1 redesigned to have a wider frontage and a stronger presence to Doncaster Road. The entry is to include a transition/waiting area that receives and provides direct passive surveillance to/from Doncaster Road (similar to the April 2012 Plan Set) and a functional bicycle storage room. The current bicycle storage room is too narrow.
- 1.11. The setback of the upper level of the apartment building in Stage 1 increased to 18.5m, or an alternative design outcome, so that the extent of shade cast by the building does not exceed the extent shown on TP3.13.3 of the April 2012 Plan Set.
- 1.12. The design of the upper level of the apartment building in Stage 1 revised so it is lighter in appearance by removing the heavy banding element leaving it similar to the design shown in the April 2012 Plan Set.
- 1.13. The stairs on the western elevation of the apartment building in Stage 1 internalised.
- 1.14. A break introduced into the rows of balconies on the east elevation of the apartment building in Stage 1 to provide relief and a vertical element in the facade. Ideally, the section of balcony in front of the bedrooms directly east of the internal stairwell should be removed to achieve this.
- 1.15. Screening introduced and/or clearly detailed on the plans in the following locations:
 - 1.15.1. On the north-facing balconies within Stage 2 and Stage 3, Level 1 to Level 4.
 - 1.15.2. On the balconies that overlook the trade supplies and restricted retail premise nursery area in Stage 2 and Stage 3, Level 1 and Level 2.
 - 1.15.3. On the eastern side of the north-facing balcony of the apartment adjacent to the internal corner of the building in Stage 1 (the apartment immediately west of the storage rooms).

- 1.15.4. The bedroom window on the western façade of each level in the apartment building in Stage 1
- The screen devices must achieve the standards at Clause 55.04-6.
- 1.16. Glass or a transparent material to fill the openings on the north-facing wall of the nursery area within the trade supplies and restricted retail premise.
- 1.17. The number of storage areas in Stage 2 increased so there is one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.18. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.19. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.20. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.
- 1.21. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits.
- 1.22. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stage 2 and Stage 3 would satisfy this requirement.
- 1.23. Fixtures such as seating and/or public artwork that is to be installed in front of the building.
- 1.24. A notation that is consistent with the VicRoads requirements indicating that the footpath and naturestrip in front of the development is to be vested in the Roads Corporation.
- 1.25. Details of the bus shelter that is shown associated with the relocated bus stop.
- 1.26. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
- 1.27. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
- 1.28. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.
- 1.29. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to

Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.

- 1.30. The east and west elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
- 1.31. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.

Endorsed Plan

2. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

Sustainability Management Plan

3. Before the development commences an amended SMP that outlines proposed sustainable design initiatives for the modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with SMP prepared by Sustainable Development Consultants Pty Ltd dated April 2012 but modified to show measures outcomes that provide certainty and indicate whether an official or unofficial green star rating will be pursued.
4. Prior to the occupation of any building approved under this permit, a report from the author of the SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the SMP have been implemented in accordance with the approved Plan.

Construction Management Plan

5. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
 - 5.1. A liaison officer for contact by residents and the responsible authority in the event of relevant queries or problems experienced;
 - 5.2. Hours of construction;
 - 5.3. Delivery and unloading points and expected frequency;
 - 5.4. On-site facilities for vehicle washing;
 - 5.5. Parking facilities/locations for construction workers;
 - 5.6. Other measures to minimise the impact of construction vehicles arriving at and departing from the land;

- 5.7. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;
 - 5.8. The measures for prevention of the unintended movement of building waste and other hazardous materials and pollutants on or off the site, whether by air, water or other means;
 - 5.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
 - 5.10. The measures to minimise the amount of waste construction materials, including details how the commitment to reduce or reuse 50% of construction waste going to landfill outlined in the SMP is achieved;
 - 5.11. The measures to minimise noise and other amenity impacts from mechanical equipment/construction activities, especially outside of daytime hours; and
 - 5.12. Adequate environmental awareness training for all on-site contractors and sub-contractors.
 - 5.13. Land in Stage 3 used to minimise the construction impact of Stage 1 and Stage 2.
6. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:
- 6.1. Monday to Friday: 7:00am to 7:00pm
 - 6.2. Saturday: 9:00am to 5:00pm
 - 6.3. Sunday and Public Holidays: No construction
7. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

Waste Management Plan

8. Before the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
- 8.1. Specific waste management practices pertaining to each separate collection area in the development;
 - 8.2. Chutes, carousels, drop-off areas and compaction facilities;
 - 8.3. Access to bin rooms, chutes and drop-off areas;
 - 8.4. Hard waste collection;
 - 8.5. Collection locations and routines including times and frequency;

- 8.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and,
- 8.7. Sweep path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

Management Plans

9. The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority

Development Contributions

10. Before the completion of each stage of the development, a Development Contribution as agreed by the Responsibility Authority in accordance with Clause 45.06, Development Contributions Plan Overlay Schedule 1 – Doncaster Hill Development Contributions Plan must be paid to the Responsible Authority.

Landscaping

11. Before the development starts, a landscaping plan must be prepared by a landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan must be generally in accordance with the landscape plan by Tract Consultants dated 19 February 2013, but expanded to show:
 - 11.1. The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (as per Part D Doncaster Hill Strategy 2002).
 - 11.2. Details of interim landscaping and surface treatments over land in Stage 2 and Stage 3 of the development.
 - 11.3. An in-ground, automatic watering system linked to the rainwater tanks in the basement.
12. Before the release of the approved plans for the development, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharges after a period of 13 weeks from the completion of all landscaping works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.
13. Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

Drainage

14. The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of

hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:

14.1. Be designed for a 1 in 5 year storm; and

14.2. Storage must be designed for 1 in 10 year storm.

15. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
16. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

Vehicle Crossovers

17. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
18. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

Car Parking

19. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
20. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
21. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

Roadworks

22. All proposed Council road mitigation works shown on the endorsed plans are to be completed before the occupation of any building in Stage 1. These include adding and extending the turn lanes in Council Street, relocating the speed hump and pedestrian crossing in Council Street, erecting security barriers where necessary and any modifications to the existing angled car parking spaces in Council Street as a result of the proposal.
23. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed

infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.

24. Before any roadworks associated with the development start, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:
 - 24.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;
 - 24.2. footpaths and/or pedestrian/bicycle paths;
 - 24.3. surface and underground drains;
 - 24.4. underground conduits for water, gas, electricity and telephone;
 - 24.5. appropriate intersection and traffic measures;
 - 24.6. appropriate street lighting and signage;
 - 24.7. high stability permanent survey marks;
 - 24.8. vehicle crossings;
25. Before any roadworks associated with the development commence, a plan-checking fee equal to 0.75% of the cost of construction of the development works, and a supervision fee equal to 2.5% of the cost of construction of the development works must be paid to the Responsible Authority.
26. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

Completion

27. All privacy screens and obscure glazing as required in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
28. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
29. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
30. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
31. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.

32. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
33. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
34. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.
35. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

Loading and Unloading Operations

36. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using medium ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
37. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
38. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

Amenity of Area

39. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
 - 39.1. Transport of materials, goods or commodities to or from the land;
 - 39.2. Storage of goods and wastes;
 - 39.3. Appearance of any building, works or materials;
 - 39.4. Emission of noise, light, vibration, odour & dust.
40. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.
41. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
42. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated

mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.

43. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

Business Identification Signs

44. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.
45. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
46. The approved signs must not contain flashing or intermittent light.
47. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

VicRoads conditions

48. Before the development starts and any plans endorsed by the Responsible Authority, a Functional Layout Plan, generally in accordance with the "Concept Road Improvement Plan" in Appendix A of Traffic Report Reference 13420R8123#2, for the proposed upgrade of Doncaster Road/Council Street intersection must be submitted to VicRoads for approval. The Functional Layout Plan must include the followings:
- 48.1. A lengthening of the right turn lane on the eastern approach of Doncaster Road into Council Street to 170metres;
- 48.2. Widening of Council Street to facilitate the inclusion of a third departure lane and lengthening of the departure lanes;
- 48.3. Widening of Doncaster Road (to the north) to provide for a left turn deceleration lane to Council Street;
- 48.4. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan;
- 48.5. Relocated locations of street lighting poles and signal pedestals;
- 48.6. Relocated location of the existing bus stop.
49. Before the development starts and any plans endorsed by the Responsible Authority, a revised landscape plan must be submitted to VicRoads for approval. The landscape plan must show the following:
- 49.1. Any new tree along Doncaster Road will have adequate safety clearance to the edge of the through traffic lane and the edge of the left turn deceleration;
- 49.2. Adequate approach sight distance shall be maintained between driver's line of sight for vehicles within the deceleration lane and pedestrian at Bunnings' Doncaster Road driveway access; and,
- 49.3. Planting in the vicinity of the intersection of Doncaster Road / Council Street will not obstruct driver / pedestrian sight lines.
50. Before the development starts, amended plans must be submitted to and approved by VicRoads. When approved by VicRoads, the plans must be

endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the submitted drawings (Drawings TP.01 to TP.012, Project No. 1672 prepared by Hayball Pty Ltd, dated February 2013), but modified to show:

- 50.1. All roadworks as depicted on the approved Functional Layout Plan (From VicRoads Condition 47) for the upgrade of Doncaster Road and Council Street intersection;
 - 50.2. Landscaping along Doncaster Road reserve as shown in the VicRoads approved landscaping plan;
 - 50.3. The road reserve boundary shall be revised to allow for sufficient setback between the proposed kerb line and property boundary, based on the approved Functional Layout Plan for the upgrade of Doncaster Road and Council Street intersection;
 - 50.4. The proposed basement layout shall be located wholly within the private property as a result of Condition 49.3.
51. Where the roadworks, including footpath and nature strip, lie within private property, a widening of the road reserve will be required, at no cost to VicRoads. The developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labeled "Road", which is to be vested in the Roads Corporation upon certification the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificate of Title that issues in the name of Roads Corporation, are posted to: VicRoads – Property Services Department, 60 Denmark Street KEW, 3101.
 52. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads.
 53. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
 54. Prior to the use of any retail and or trade supplies premises or certificates of occupancy is issued for any building hereby removed, all roadworks generally in accordance with the approved Functional Layout Plan must be completed at no cost to and to the satisfaction of VicRoads and the Responsible Authority.
 55. The preparation of the detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these takes the applicant will be required to comply with the requirements documented and "standard Requirements – Developer Funded Projects" and any other requirements considered necessary depending on the nature of the work.
 56. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road

Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

PTV Conditions

57. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans to the satisfaction of the responsible authority and Public Transport Victoria must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - 57.1. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant;
 - 57.2. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and,
 - 57.3. Provision for a queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
58. Before the occupation of the development the bus stop, shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be constructed at a cost born b the permit holder to the satisfaction of Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
59. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

Expiry

60. This permit will expire if any one of the following circumstances apply:
 - 60.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
 - 60.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;
 - 60.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;
 - 60.4. The development associated with Stages 2 and 3 is not started within six (6) years of the date of the permit.
 - 60.5. The development associated with Stages 2 and 3 is not completed within eight (8) years of the date of the permit.

The Responsible Authority may extend these times if a request is made in writing before the permit expires or within three months afterwards.

COUNCIL MINUTES

[Return to Index](#)

28 MAY 2013

MOVED: O'BRIEN
SECONDED: GALBALLY

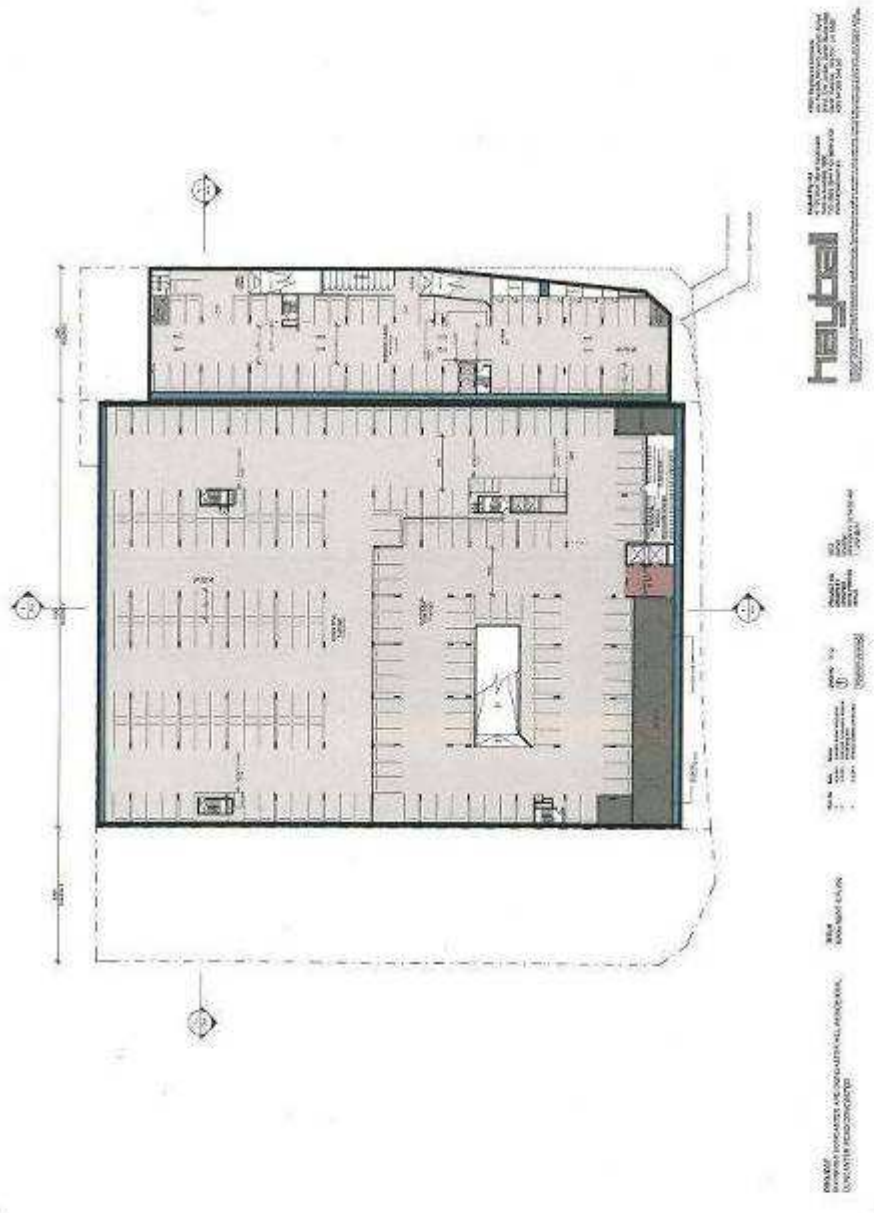
That the Alternative Recommendation be adopted.

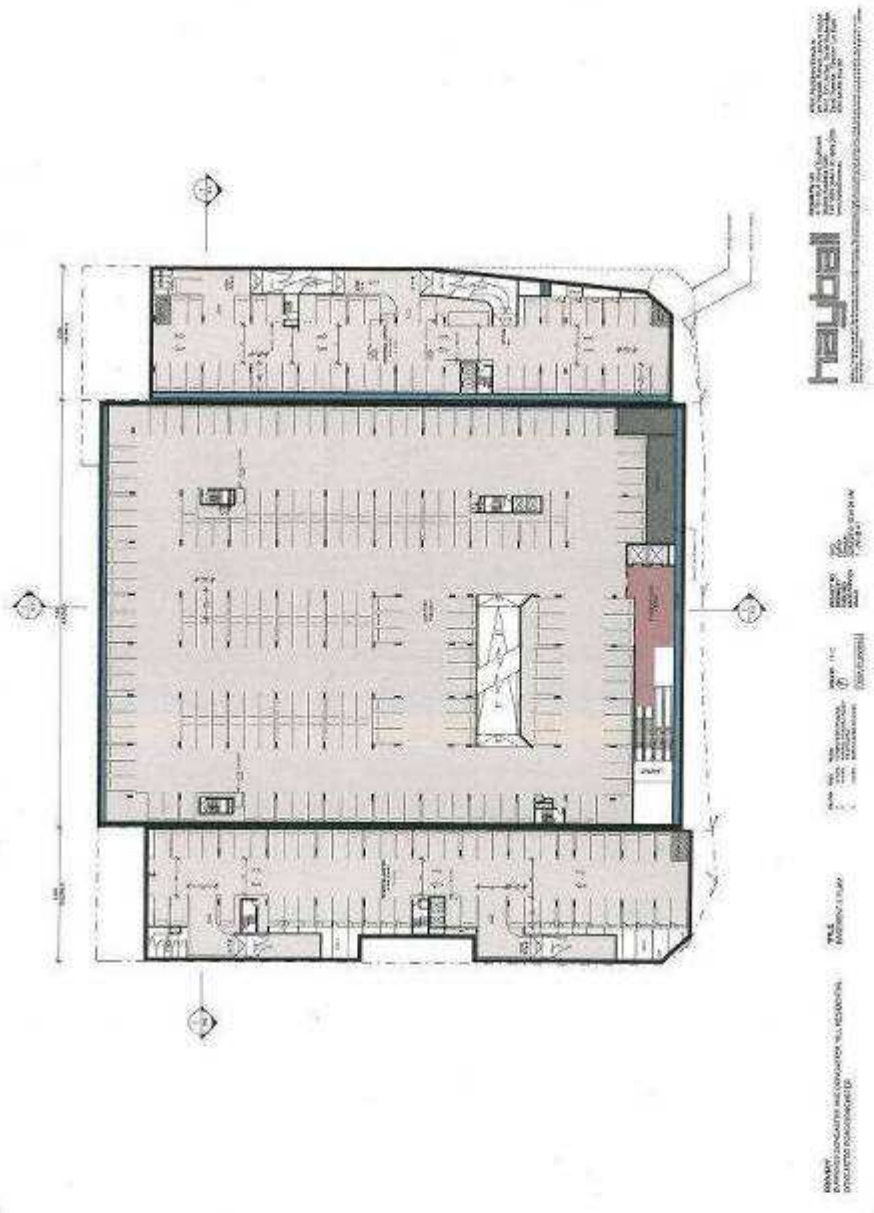
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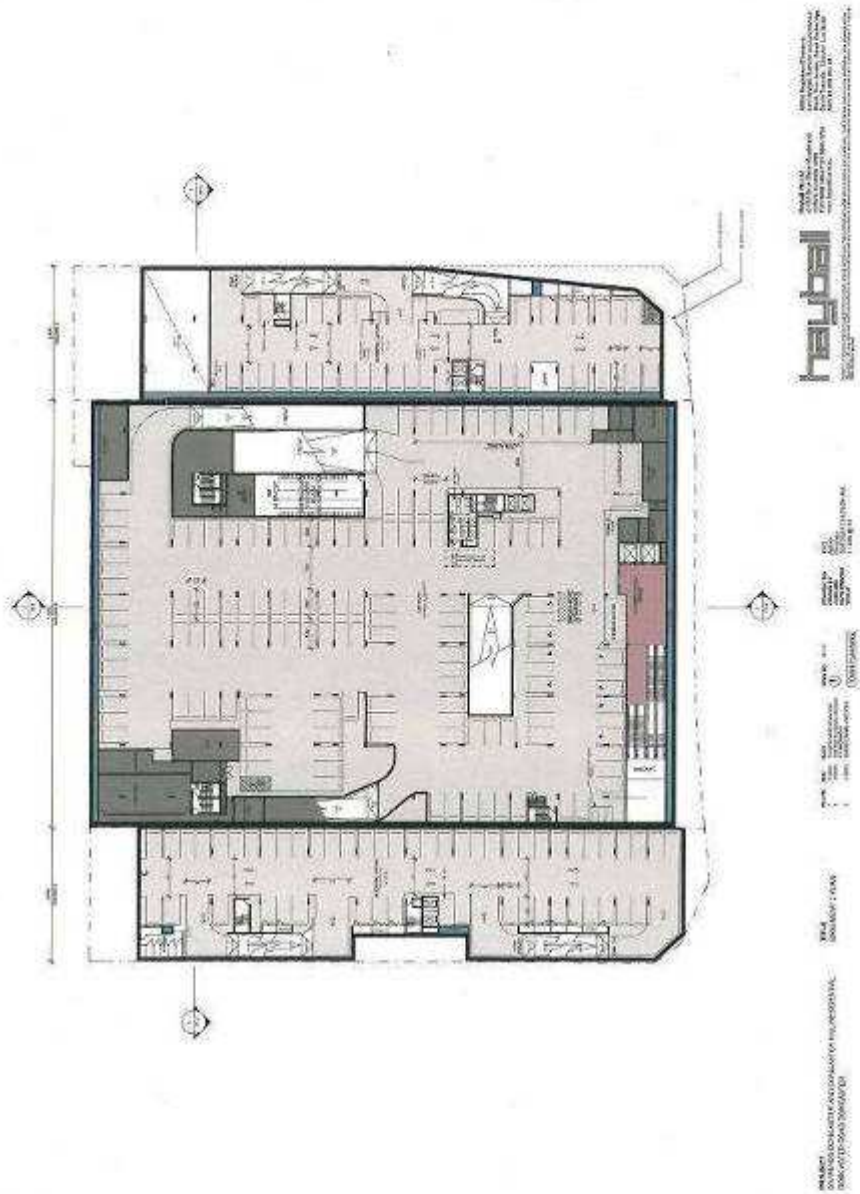
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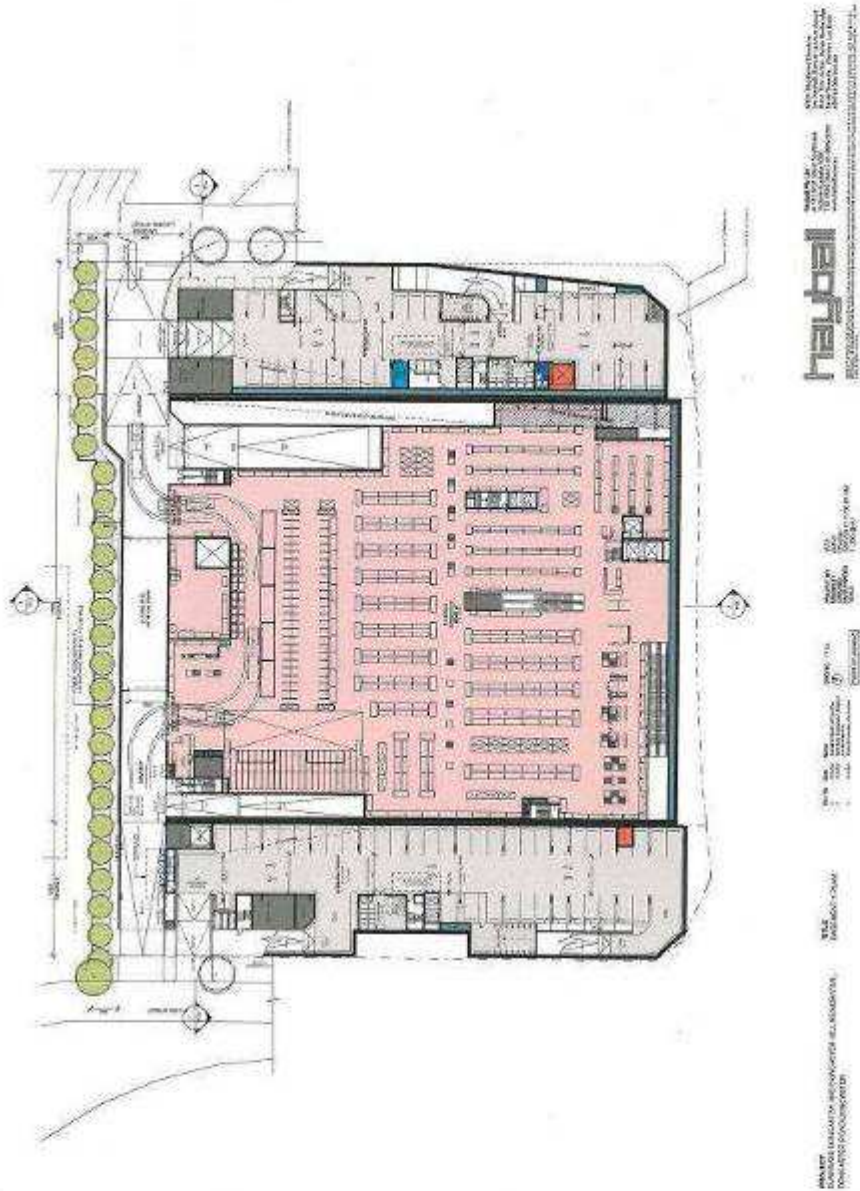
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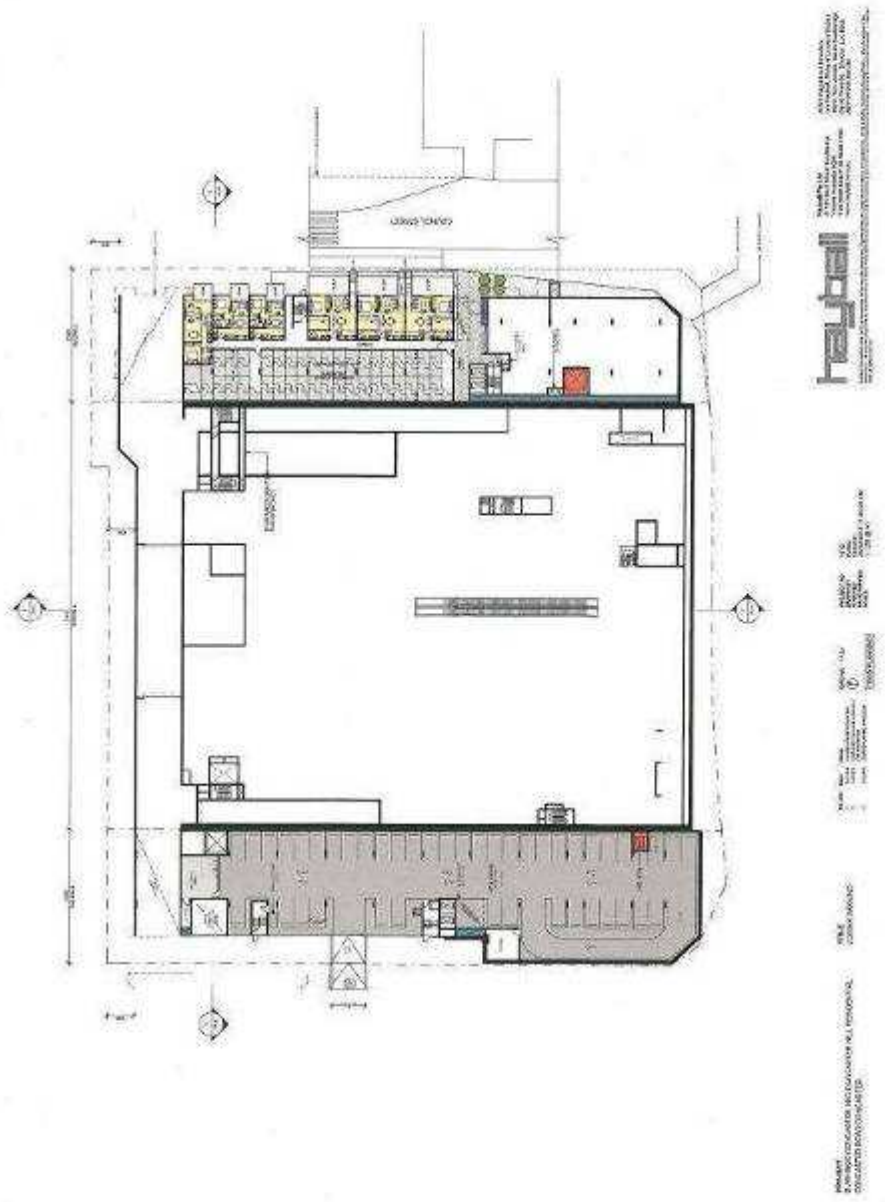
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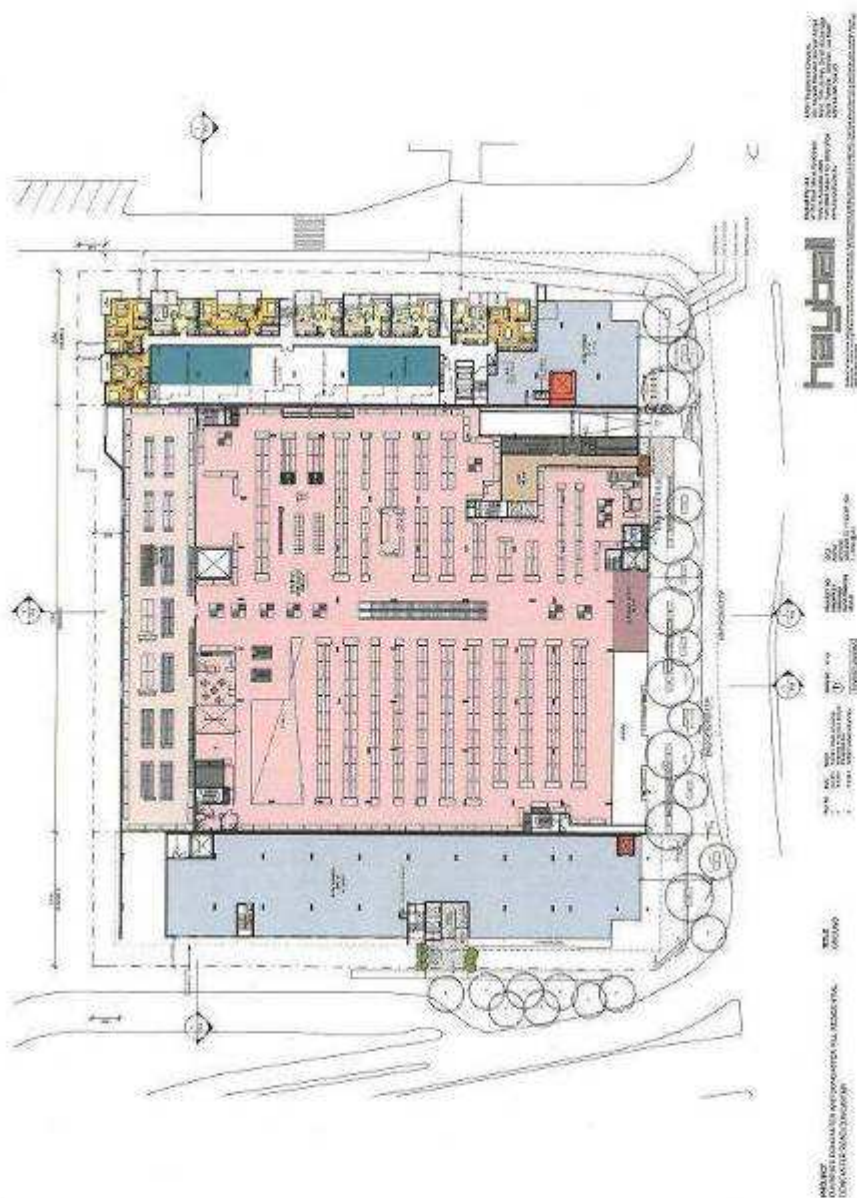






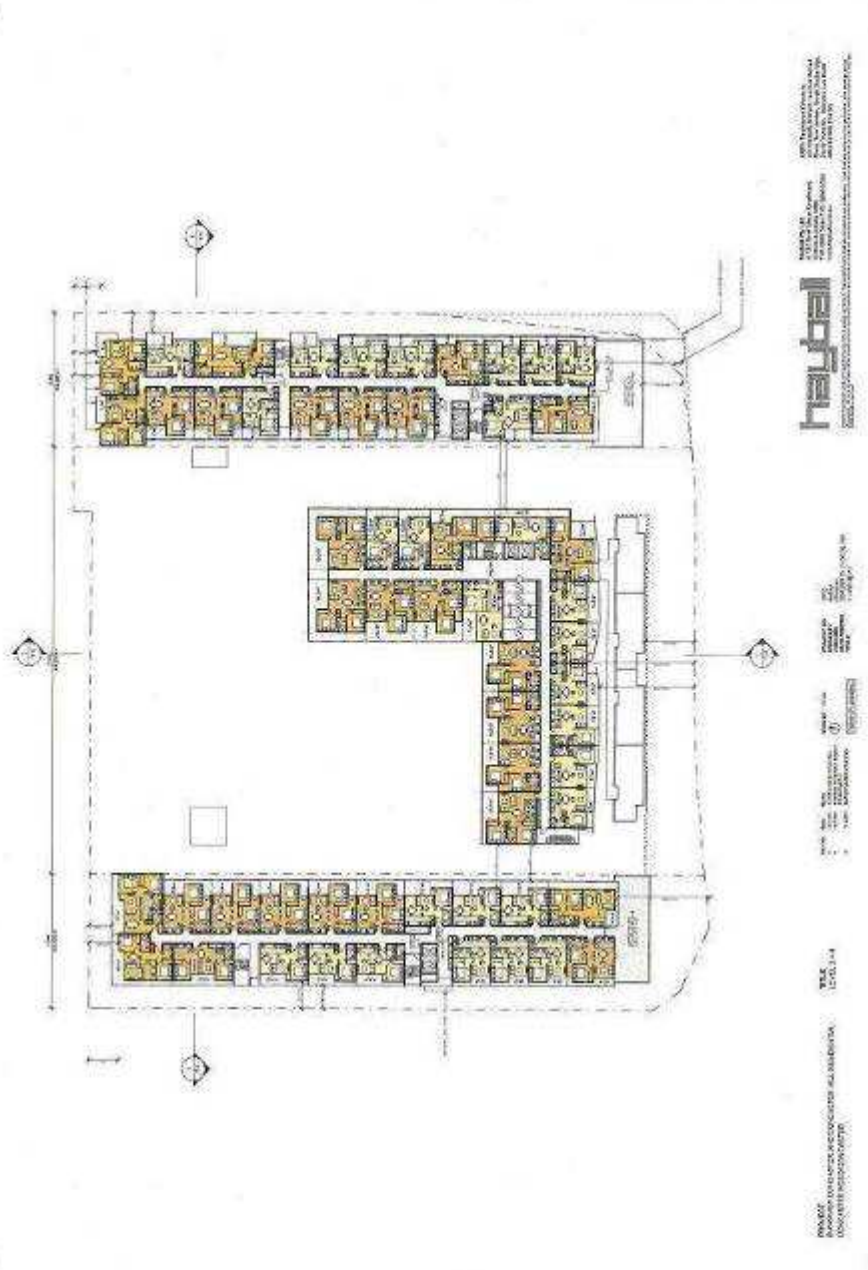


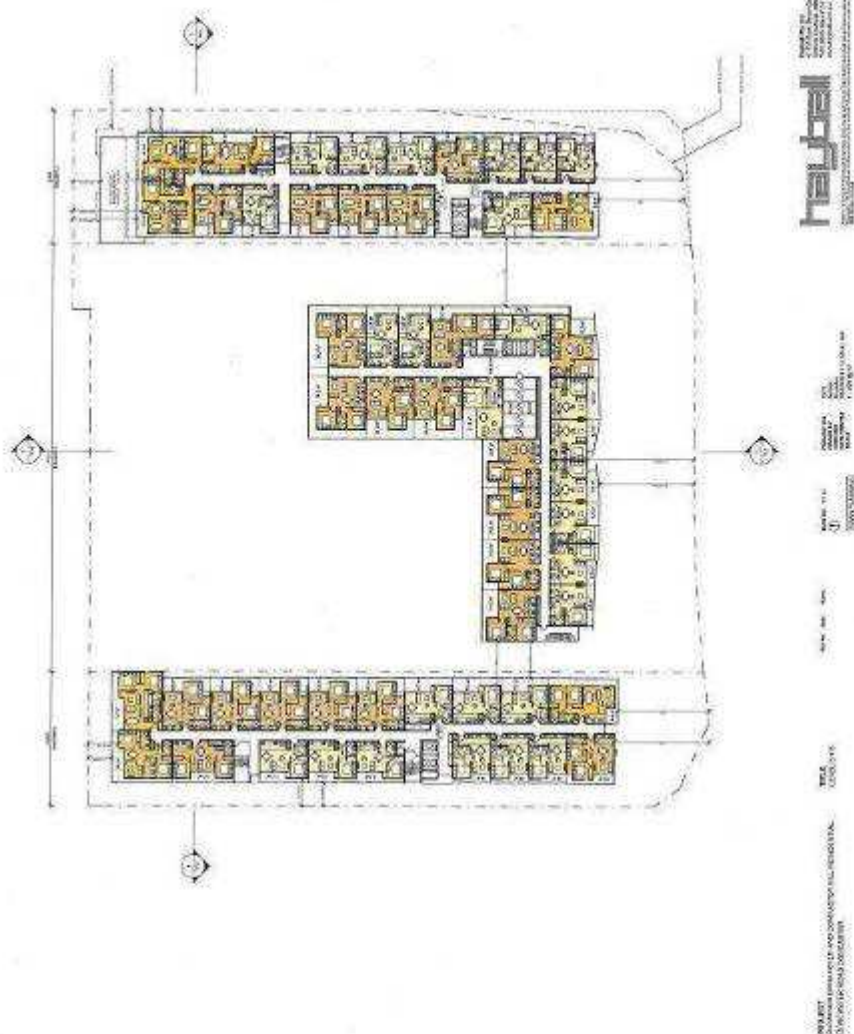


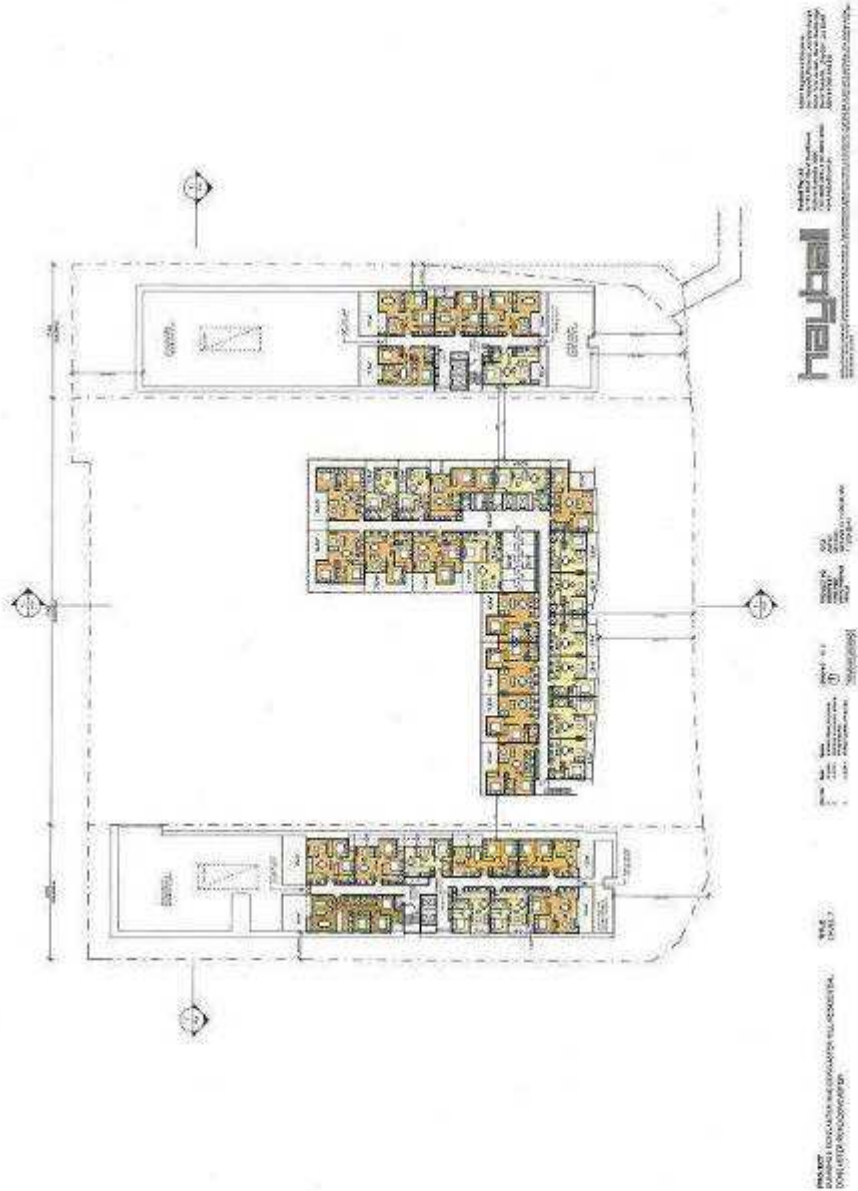


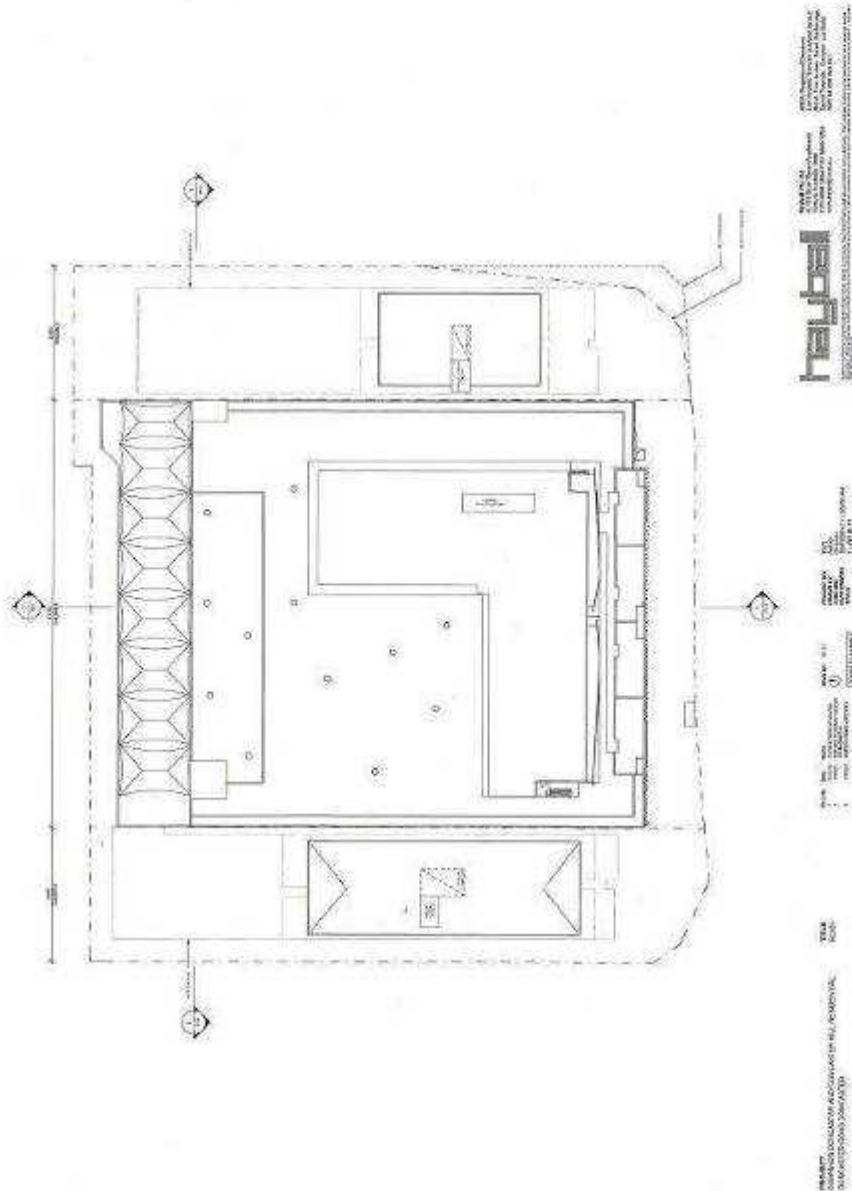


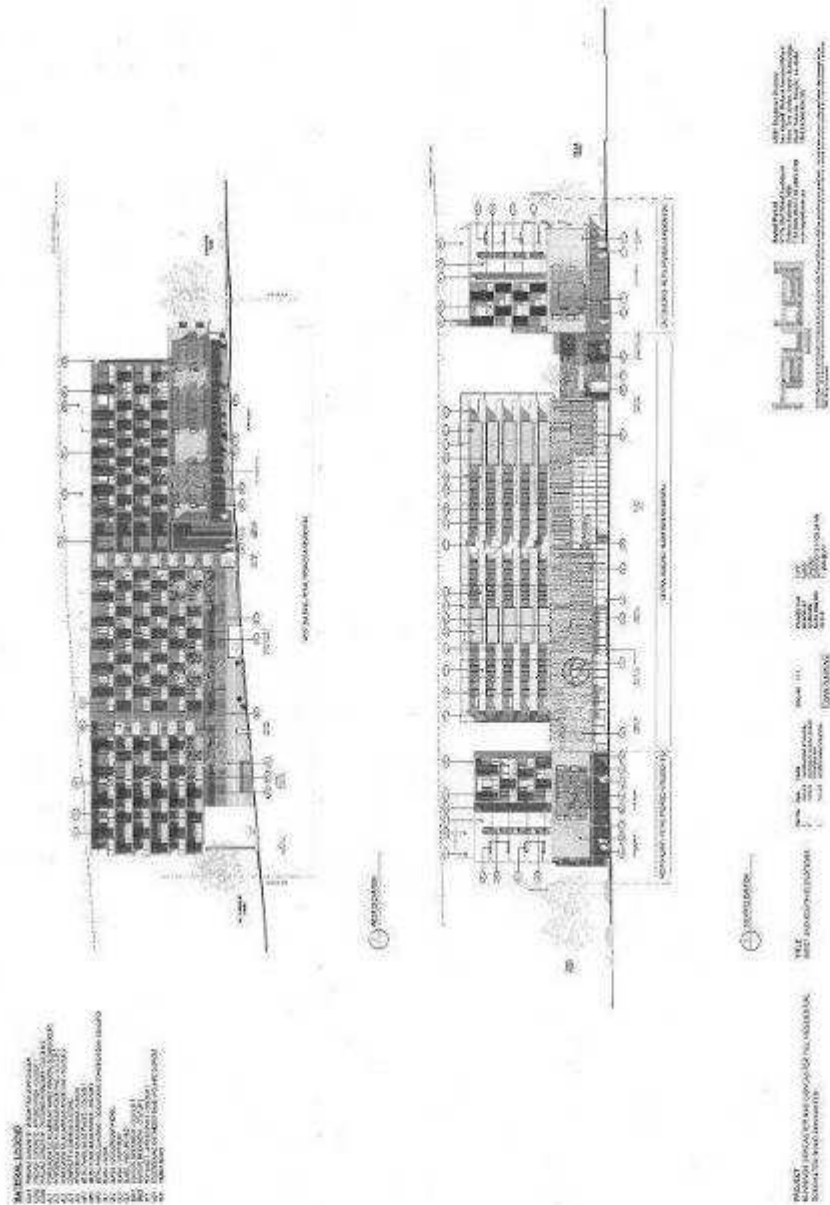


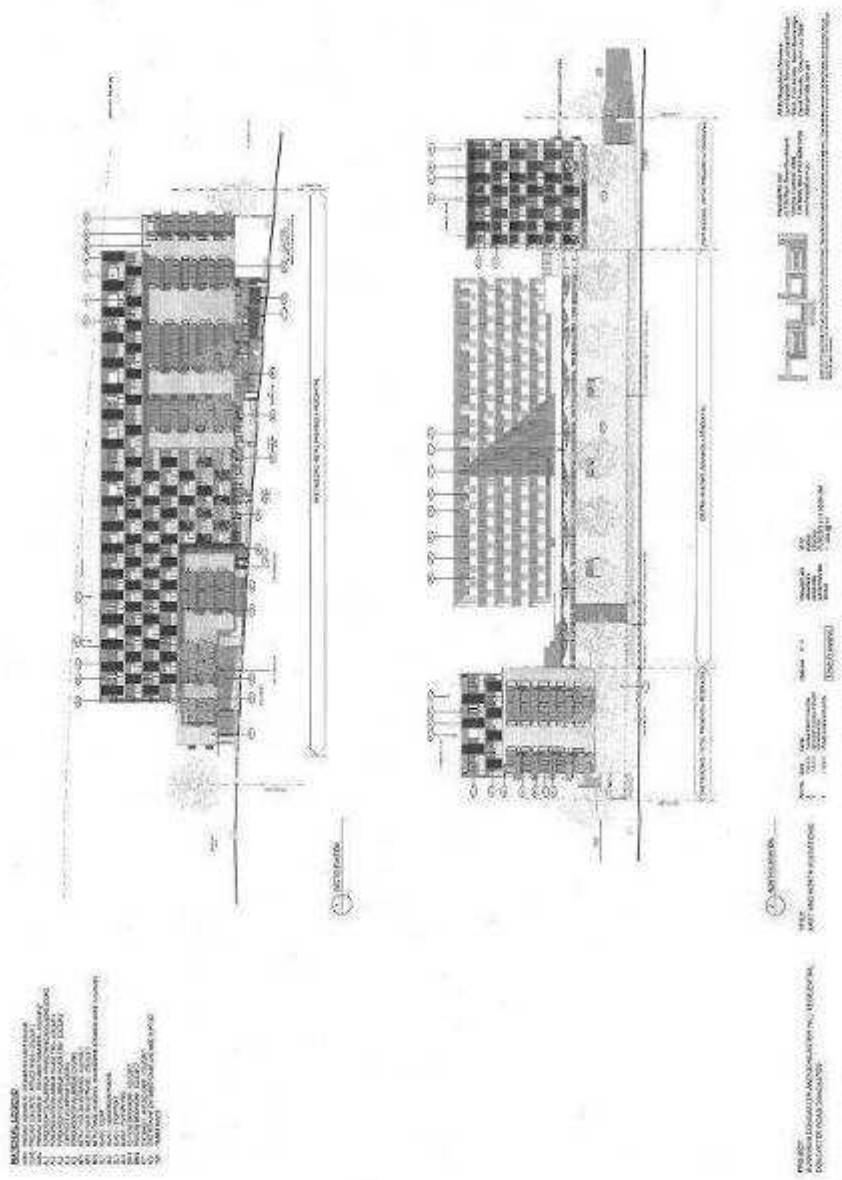


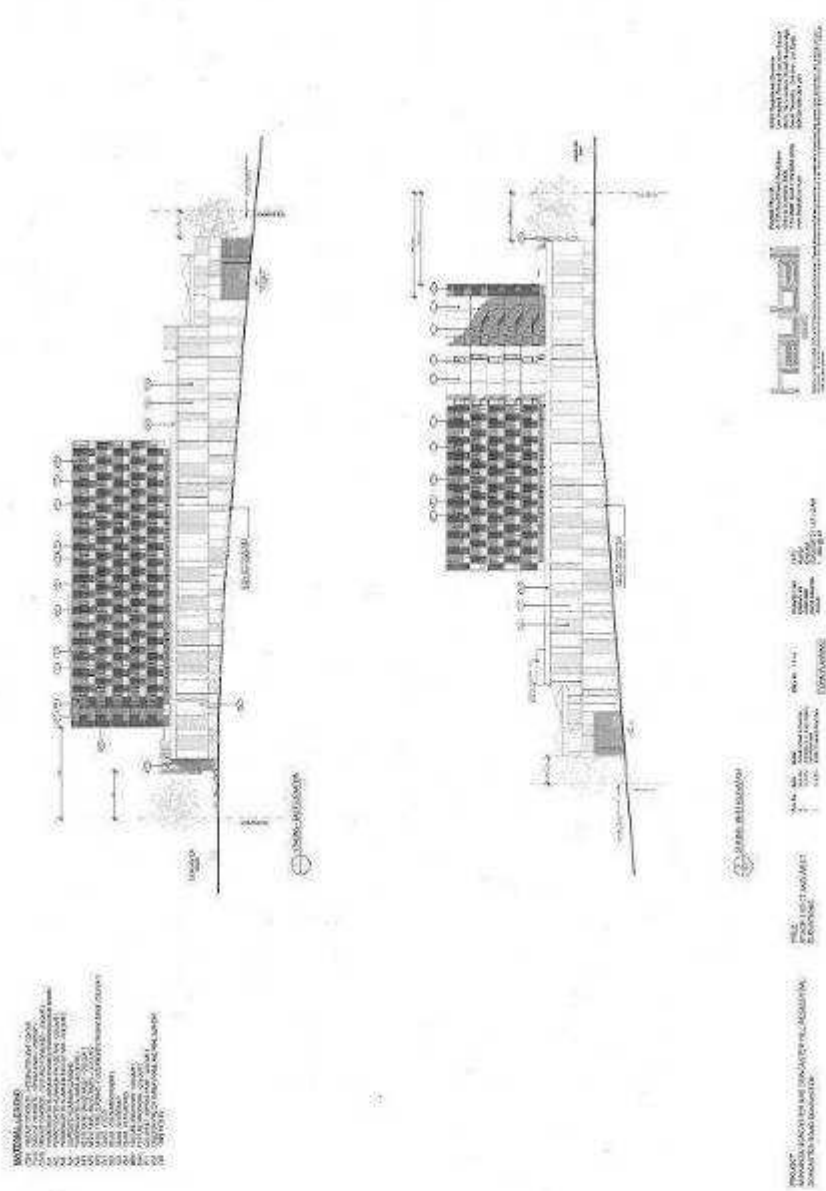


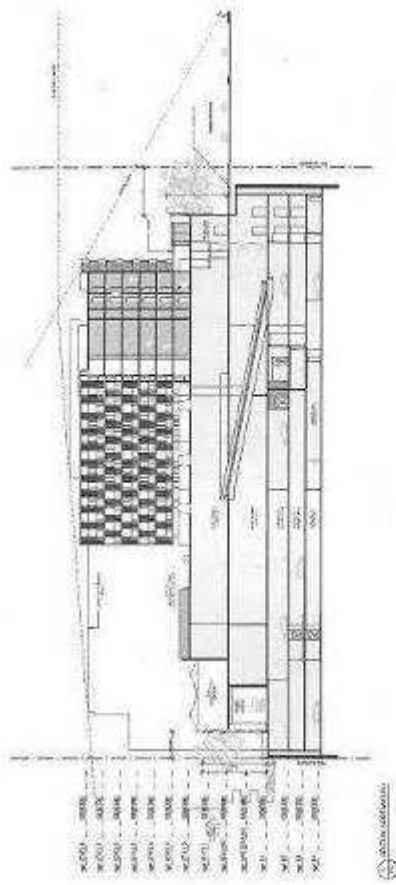








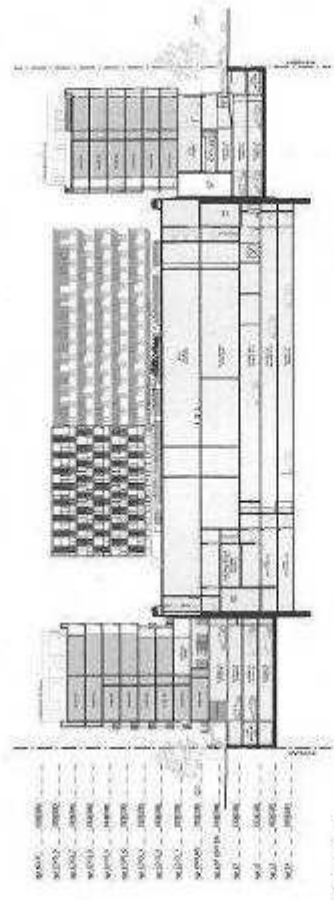




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Client: [Illegible]
Date: [Illegible]
Scale: [Illegible]
Drawing No: [Illegible]

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Project Name: [Illegible]
Client: [Illegible]
Date: [Illegible]
Scale: [Illegible]
Drawing No: [Illegible]



Project
TOWN PLANNING

Project Name
TOWN PLANNING

Project No.
1330

Project Date
10/10/12

File
1330

Project Description
TOWN PLANNING



PROVIDE TO THE COUNCIL FOR REVIEW AND APPROVAL
DATE: 05/20/13
BY: [Name]
TOWN PLANNING

DATE: 05/20/13
BY: [Name]
TOWN PLANNING

DATE: 05/20/13
BY: [Name]
TOWN PLANNING

DATE: 05/20/13
BY: [Name]
TOWN PLANNING

DATE: 05/20/13
BY: [Name]
TOWN PLANNING



PROJECT: [illegible]
 LOCATION: [illegible]
 DATE: [illegible]
 PREPARED BY: [illegible]
 CHECKED BY: [illegible]
 APPROVED BY: [illegible]

TEAM PLANNING

DATE: [illegible]
 TIME: [illegible]
 LOCATION: [illegible]

DATE: [illegible]
 TIME: [illegible]
 LOCATION: [illegible]



PROJECT: [illegible]
LOCATION: [illegible]
DATE: [illegible]
DRAWN BY: [illegible]
CHECKED BY: [illegible]
APPROVED BY: [illegible]

TOWN PLANNING

PROJECT: [illegible]
LOCATION: [illegible]
DATE: [illegible]
DRAWN BY: [illegible]
CHECKED BY: [illegible]
APPROVED BY: [illegible]

TOWN PLANNING

PROJECT: [illegible]
LOCATION: [illegible]
DATE: [illegible]
DRAWN BY: [illegible]
CHECKED BY: [illegible]
APPROVED BY: [illegible]

TOWN PLANNING



PROJECT: 10/12/12/13
 APPROVED COLLECTIVE BARGAINING AGREEMENT
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ATTACHMENT 2

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MANNINGHAM PLANNING SCHEME
Manningham City Council (Responsible Authority)**PLANNING PERMIT**

Permit No. PL12/022747

COPY**ADDRESS OF THE LAND**

659-669 Doncaster Road, 4-6 Tower Street and 1A-5 Council Street, Doncaster


Lot 1 TP 213306, Lot 8 Lot 9 and Lot 10 LP5384, Lot 8 and Lot 9 LP7349, and PC370480

THE PERMIT ALLOWS

- The use of land for a trade supplies and restricted retail premise, and retail premises
- The construction of three multi-storey buildings (in three stages) comprising apartments and the above uses with associated basement car parking
- Alterations to a Road Zone 1 including new access
- Display of business identification signage

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT**Amended Plans**

1. Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted with the application (prepared by Hayball Pty Ltd, dated 21 Feb 2012) but modified to show:
 - 1.1. An additional plan (similar to Plan 3.14 of Hayball's April 2012 Plan Set) detailing the materials used in the façade of the building fronting Doncaster Road and the dimensions of all proposed business identification signs. (In the current elevations, it is difficult to distinguish between areas of glazing from concrete, and this is to be corrected. The red glazing behind the aluminum fins and glazed wall to the atrium similar to the April 2012 Plan Set is to be shown.)
 - 1.2. The pedestrian pathway within the landscaping buffer at rear of site removed.
 - 1.3. Chain wire fencing (or similar) added to prevent unauthorized access to the landscape buffer area at the rear of the site.
 - 1.4. A notation that the Boulevard Treatment is to be provided in accordance with Part D of Council's Doncaster Hill Strategy (2002) in front of the site and adjacent to Doncaster Road, where possible.

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- 1.5. An additional plan showing the extent of proposed roadworks on Council Street and Doncaster Road in accordance with the recommendations outlined in the conclusions of the Traffic Group Traffic Engineering Assessment (dated 5 March 2013) and VicRoads conditions of this permit.
- 1.6. A plan notation that the existing speed hump and pedestrian crossing in Council Street is to be relocated north of the application site at the developers cost and with no net loss in the availability of car parking to the primary school to the satisfaction of the responsible authority.
- 1.7. A plan notation that a safety barrier is to be erected on the eastern side of Council Street in the vicinity of the existing pedestrian entry of the primary school to prevent inadvertent access onto Council Street following its widening.
- 1.8. A splitter island at the entry/exit of the internal driveway to Council Street widened to 2m.
- 1.9. Shower and change room facilities for the trade supplies and restricted retail premise staff as per the requirements of Clause 52.34 of the Manningham Planning Scheme.
- 1.10. The residential pedestrian entry to the apartments in Stage 1 redesigned to have a wider frontage and a stronger presence to Doncaster Road. The entry is to include a transition/waiting area that receives and provides direct passive surveillance to/from Doncaster Road (similar to the April 2012 Plan Set) and a functional bicycle storage room.
- 1.11. The setback of the upper level of the apartment building in Stage 1 increased to 18.5m, or an alternative design response, so that the extent of shade cast by the building does not exceed the extent shown on TP3.13.3 of the April 2012 Plan Set.
- 1.12. The design of the upper level of the apartment building in Stage 1 revised so it is lighter in appearance.
- 1.13. The stairs on the western elevation of the apartment building in Stage 1 modified to enhance their appearance as an architectural element of the building.
- 1.14. Create relief and introduce a vertical element in the facade.

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- 1.15. Screening introduced and/or clearly detailed on the plans in the following locations:
- 1.15.1. On the north-facing balconies within Stage 2 and Stage 3, Level 1 to Level 4.
 - 1.15.2. On the balconies that overlook the trade supplies and restricted retail premise nursery area in Stage 2 and Stage 3, Level 1 and Level 2.
 - 1.15.3. On the eastern side of the north-facing balcony of the apartment adjacent to the internal corner of the building in Stage 1 (the apartment immediately west of the storage rooms).
 - 1.15.4. The bedroom window on the western façade of each level in the apartment building in Stage 1
- The screen devices must achieve the standards at Clause 55.04-6.
- 1.16. Glass or a transparent material to fill the openings on the north-facing wall of the nursery area within the trade supplies and restricted retail premise.
- 1.17. The number of storage areas in Stage 2 increased so there is one per apartment. Should above bonnet cages be used specifications of size of the cages and the clearance above ground is to be shown.
- 1.18. Specifications of the typical storage cupboards in the basement including their internal capacity.
- 1.19. Details of basement ventilation, including the location and design treatment of any mechanical intake or outlet required.
- 1.20. A gate or barrier that allows the entry to the car parking area in Stage 1 from Doncaster Road to close.
- 1.21. A plan notation that a clear sight distance of pedestrians for exiting vehicles as per Clause 3.2.4 of AS 2890.1 will be provided at all exits to a public road.
- 1.22. A plan notation outlining interim measures as part of Stage 1 that protect adjacent residents to the north from the noise associated with vehicles accessing the development whilst sections of the internal driveway remain open. A 2.6m high solid paling fence along the sections of the internal driveway in Stage 2 and Stage 3 would satisfy this requirement.
- 1.23. Fixtures such as seating and/or public artwork that is to be installed in front of the building.

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- 1.24. A notation that is consistent with the VicRoads requirements showing the land to be vested in the Roads Corporation and the land to be vested in Manningham City Council containing the balance of the boulevard strip.
 - 1.25. Details of the bus shelter that is shown associated with the relocated bus stop.
 - 1.26. Minimum sustainability features applicable to the development from the approved Sustainability Management Plan including the location and capacity of rainwater tanks, the uses for captured rainwater, and the solar hot water systems on the roof plans including notes for the solar fraction of the system and boosting types.
 - 1.27. A plan notation to indicate that all fire service and electrical cabinets (including substations) will be integrated into the architectural design, so as not to present as visually dominating elements.
 - 1.28. A plan notation that a communal notice board will be erected within or nearby the lobby for use by residents of the building.
 - 1.29. A report from a qualified person investigating whether specific acoustic measures are required in apartments adjacent to Doncaster Road to combat noise from traffic and the apartments adjacent to the trade supplies and restricted retail premise nursery area. The report is to use Australian Standards as benchmarks. Any recommended measures are to be incorporated into the plans.
 - 1.30. The east and west elevations of the trade supplies and restricted retail premises in Stage 1 amended to include temporary architectural treatments (such as the horizontal timber battens) to provide additional visual interest.
 - 1.31. A plan notation that signage will be erected at the vehicle entry and exit of the internal driveway, and at the vehicle entry from Doncaster Road, that restricts pedestrian access to these areas.
 2. A Delivery Management Plan must be prepared to the satisfaction of the Responsible Authority to ensure delivery and waste collection vehicles depart the subject land via Tower Street.
- Endorsed Plan**
3. The layout of the site, the size of buildings and works, the staging and the description of the uses on the approved plans must not be modified for any reason without the written consent of the Responsible Authority.

Natasha Swan
Signature for the Responsible Authority

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Sustainability Management Plan

4. Before the development commences an amended SMP that outlines proposed sustainable design initiatives for the modified proposal must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the endorsed SMP to the satisfaction of the Responsible Authority. The amended SMP must be generally in accordance with SMP prepared by Sustainable Development Consultants Pty Ltd dated April 2012 but modified to show measures outcomes that provide certainty and indicate whether an official or unofficial green star rating will be pursued.

5. Prior to the occupation of any building approved under this permit, a report from the author of the SMP report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the satisfaction of the Responsible Authority. The report must confirm that all measures specified in the SMP have been implemented in accordance with the approved Plan.

Construction Management Plan

6. Before each stage of the development starts, two copies of a Construction Management Plan must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The plan must address, but not be limited to, the following:
 - 6.1. A liaison officer for contact by residents and the responsible authority in the event of relevant queries or problems experienced;
 - 6.2. Hours of construction;
 - 6.3. Delivery and unloading points and expected frequency;
 - 6.4. On-site facilities for vehicle washing;
 - 6.5. Parking facilities/locations for construction workers;
 - 6.6. Other measures to minimise the impact of construction vehicles arriving at and departing from the land;
 - 6.7. Methods to contain dust, dirt and mud within the site, and the method and frequency of clean up procedures;
 - 6.8. The measures for prevention of the unintended movement of building waste and other hazardous materials and pollutants on or off the site, whether by air, water or other means;
 - 6.9. An outline of requests to occupy public footpaths or roads, and anticipated disruptions to local services;
 - 6.10. The measures to minimise the amount of waste construction materials, including details how the commitment to reduce or reuse 50% of construction waste going to landfill outlined in the SMP is achieved;
 - 6.11. The measures to minimise noise and other amenity impacts from mechanical equipment/construction activities, especially outside of daytime hours; and
 - 6.12. Adequate environmental awareness training for all on-site contractors and sub-contractors.
 - 6.13. Land in Stage 3 used to minimise the construction impact of Stage 1 and Stage 2.

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7. All works including earthworks, demolition and construction activity associated with the approved development is to be limited to the following hours, unless with the prior written consent of the Responsible Authority:
 - 7.1. Monday to Friday: 7:00am to 7:00pm
 - 7.2. Saturday: 9:00am to 5:00pm
 - 7.3. Sunday and Public Holidays: No construction
8. No trucks or heavy construction vehicles associated with earthworks, demolition or construction works are permitted to use Council Street north of the application site to the satisfaction of the Responsible Authority.

Waste Management Plan

9. Before the development starts, two copies of an amended Waste Management Plan (WMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The plan must detail how best practice standards are achieved based on the Manningham City Council – Waste Collection for Residential Developments in Manningham – Guidelines for Developers, and be consistent with the submitted plan but amended to detail:
 - 9.1. Specific waste management practices pertaining to each separate collection area in the development;
 - 9.2. Chutes, carousels, drop-off areas and compaction facilities;
 - 9.3. Access to bin rooms, chutes and drop-off areas;
 - 9.4. Hard waste collection;
 - 9.5. Collection locations and routines including times and frequency;
 - 9.6. The methods used to educate residents of waste collection system including the recycling component and hard waste; and,
 - 9.7. Sweep path diagrams illustrating the collection vehicles to be used as well as height clearance requirements need to be addressed and submitted for approval by the Responsible Authority.

Management Plans

10. The Management Plans approved under Conditions 3, 5 and 8 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority.

Natasha Swan
Signature for the Responsible Authority

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Development Contributions

11. Before the commencement of any works under this permit, a development contribution in accordance with Clause 45.06 DCPO Schedule 1 and the relevant Development Contributions Plan must be paid to the Manningham City Council as the Collecting Agency. If the development authorised by this permit is to be carried out in stages in accordance with a staging plan approved by the responsible authority, the development contributions can be paid in stages pro rata prior to the completion of each stage to the satisfaction of the Collecting Agency.

Landscaping

12. Before the development starts, a landscaping plan must be prepared by a landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the Responsible Authority for approval. The plan must be generally in accordance with the landscape plan by Tract Consultants dated 19 February 2013, but expanded to show:
 - 12.1. The boulevard treatment and any permanent fixtures in front of the building on Doncaster Road (generally in accordance with Part D Doncaster Hill Strategy 2002).
 - 12.2. Details of interim landscaping and surface treatments over land in Stage 2 and Stage 3 of the development.
 - 12.3. An in-ground, automatic watering system linked to the rainwater tanks in the basement.
13. Before the release of the approved plans for the development, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharges after a period of 13 weeks from the completion of all landscaping works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.
14. Before the occupation of any building in each stage, landscaping works (including interim landscaping) as shown on the approved plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

Drainage

15. The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:
 - 15.1. Be designed for a 1 in 5 year storm; and
 - 15.2. Storage must be designed for 1 in 10 year storm.

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Signature for the Responsible Authority

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16. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
17. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor.

Vehicle Crossovers

18. Any new crossover or modifications to an existing vehicle crossover must be constructed in accordance with Council's standard details. No such works are permitted to commence unless a 'Vehicle Crossing Permit' is first obtained from the Responsible Authority.
19. Before the completion of Stage 1, the developer must remove all disused or redundant vehicle crossovers in Doncaster Road and Council Street and re-instate kerb, channel and naturestrip in the affected areas to the satisfaction of the Responsible Authority.

Car Parking

20. Before the occupation of the buildings in each stage, all basement parking spaces must be properly formed, line-marked, numbered and signposted to provide allocation to the commercial uses and/or each dwelling and visitors to the satisfaction of the Responsible Authority.
21. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose and may only be used by occupants of or visitors to the buildings to the satisfaction of the Responsible Authority.
22. Access to the car parking area in Stage 1 outside of the operating hours of the trade supplies and restricted retail premises is to be limited to pass holders only from the internal driveway at the rear of the site. The gate at the Doncaster Road entry is to close.

Roadworks

23. All proposed Council road mitigation works shown on the endorsed plans are to be completed before the occupation of any building in Stage 1. These include adding and extending the turn lanes in Council Street, relocating the speed hump and pedestrian crossing in Council Street, erecting security barriers where necessary and any modifications to the existing angled car parking spaces in Council Street as a result of the proposal.
24. All new or replacement street fixtures including street lighting, bollards and bicycle racks are to be constructed using the approved themed infrastructure for Doncaster Hill to the satisfaction of the Responsible Authority.

Natasha Swan
Signature for the Responsible Authority


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25. Before any roadworks associated with the development start, detailed construction plans must be submitted to and approved by the Responsible Authority. When approved, the plans will then form part of the permit. All works constructed or carried out must be in accordance with the approved plans. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must include:
- 25.1. fully sealed pavement with kerb and channel and vehicular crossings where appropriate;
 - 25.2. footpaths and/or pedestrian/bicycle paths;
 - 25.3. surface and underground drains;
 - 25.4. underground conduits for water, gas, electricity and telephone;
 - 25.5. appropriate intersection and traffic management measures;
 - 25.6. appropriate street lighting and signage;
 - 25.7. high stability permanent survey marks;
26. Before any roadworks associated with the development commence, a plan checking fee equal to 0.75% of the cost of construction of the roadworks, and a supervision fee equal to 2.5% of the cost of construction of the roadworks must be paid to the responsible authority.
27. Before the occupation of any building in Stage 1 of the development, a maintenance deposit equal to 5% of the cost of construction of the development roadworks on Council roads must be lodged with the Responsible Authority and retained thereafter for a minimum of three months.

Completion

28. All privacy screens and obscure glazing as required in accordance with the approved plans must be installed prior to occupation of each stage of the development to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority.
29. All plant and equipment that is not installed within the building must otherwise be installed in the area of plant and equipment on the roof of the building, unless otherwise agreed in writing with the Responsible Authority.
30. No air-conditioning units are to be installed on any balcony or façade so that they are visible from outside the site.
31. Any clothes-drying rack or line system located on a balcony must be lower than the balustrade of the balcony and must not be visible from off the site to the satisfaction of the Responsible Authority.
32. An intercom and an automatic basement door opening system (connected to each dwelling) must be installed, so as to facilitate convenient 24 hour access to the basement car park by visitors, to the satisfaction of the Responsible Authority.


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Signature for the Responsible Authority

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33. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces or walls to the satisfaction of the Responsible Authority.
34. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
35. Buildings, paved areas, drainage and landscaping must be maintained to the satisfaction of the Responsible Authority.
36. The shop front and glass facades of the retail tenancies on ground level facing Doncaster Road including the glazing through to the travelator and atrium of the trade supplies and restricted retail premises, are not to be covered by posters, film or signage that reduces the transparency of the interface to the satisfaction of the responsible authority.

Loading and Unloading Operations

37. All commercial deliveries to the site may only be carried out between the hours of 7:00am to 9:00pm and by using heavy ridged vehicles (maximum size) to the satisfaction of the Responsible Authority.
38. Delivery access to the loading area of the Trade Supplies and Restricted Retail Premises is restricted during school pickup and collection times between 8.45am - 9.15am and 3.15pm - 3.45pm to the satisfaction of the Responsible Authority.
39. All unloading or loading activities (including by retail customers) must be carried out wholly within the land to the satisfaction of the Responsible Authority.

Amenity of Area

40. The use and development be managed so that the amenity of the area is not detrimentally affected, to the satisfaction of the Responsible Authority, through the:
 - 40.1. Transport of materials, goods or commodities to or from the land;
 - 40.2. Storage of goods and wastes;
 - 40.3. Appearance of any building, works or materials;
 - 40.4. Emission of noise, light, vibration, odour & dust.
41. No external sound amplification equipment or loudspeakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose to the satisfaction of the Responsible Authority.

Natasha Swan
Signature for the Responsible Authority

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42. All noise emanating from any mechanical plant (air conditioners, refrigeration plant, etc.) must comply with the State Environment Protection Policy N-1 and in the event of the Responsible Authority receiving justifiable complaints regarding noise from such sources, the onus will be on the owner of the development site to prove compliance with the relevant policy to the satisfaction of the Responsible Authority.
43. External lighting must be designed so to limit loss of amenity to residents of adjoining properties to the satisfaction of the Responsible Authority. Any communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
44. All security alarms or similar devices installed on the land must be of a silent type and be connected to a registered security service.

Business Identification Signs

45. The location, size, structure and details of the signs shown on the approved plans, must not be altered without the written consent of the Responsible Authority.
46. The approved signs must be constructed and maintained in good condition to the satisfaction of the Responsible Authority.
47. The approved signs must not contain flashing or intermittent light.
48. The permission under the permit relating to the display of signs expires fifteen years after its issue date.

VicRoads conditions

49. Before the development starts and any plans endorsed by the Responsible Authority, a Functional Layout Plan, generally in accordance with the "Concept Road Improvement Plan" in Appendix A of Traffic Report Reference 13420R8123#2, for the proposed upgrade of Doncaster Road/Council Street intersection must be submitted to VicRoads for approval. The Functional Layout Plan must include the followings:
 - 49.1. A lengthening of the right turn lane on the eastern approach of Doncaster Road into Council Street to 170metres;
 - 49.2. Widening of Council Street to facilitate the inclusion of a third departure lane and lengthening of the departure lanes;
 - 49.3. Widening of Doncaster Road (to the north) to provide for a left turn deceleration lane to Council Street;
 - 49.4. Revised landscaping along the Doncaster Road reserve as shown on the VicRoads approved landscaping plan;
 - 49.5. Relocated locations of street lighting poles and signal pedestals;
 - 49.6. Relocated location of the existing bus stop.

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Signature for the Responsible Authority

Date issued:

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50. Before the development starts and any plans endorsed by the Responsible Authority, a revised landscape plan must be submitted to VicRoads for approval. The landscape plan must show the following:
- 50.1. Any new tree along Doncaster Road will have adequate safety clearance to the edge of the through traffic lane and the edge of the left turn deceleration;
 - 50.2. Adequate approach sight distance shall be maintained between driver's line of sight for vehicles within the deceleration lane and pedestrian at Bunnings' Doncaster Road driveway access; and,
 - 50.3. Planting in the vicinity of the intersection of Doncaster Road / Council Street will not obstruct driver / pedestrian sight lines.
51. Before the development starts, amended plans must be submitted to and approved by VicRoads. When approved by VicRoads, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the submitted drawings (Drawings TP.01 to TP.012, Project No. 1672 prepared by Hayball Pty Ltd, dated February 2013), but modified to show:
- 51.1. All roadworks as depicted on the approved Functional Layout Plan (From VicRoads Condition 49) for the upgrade of Doncaster Road and Council Street intersection.
 - 51.2. Landscaping along Doncaster Road reserve as shown in the VicRoads approved landscaping plan (from VicRoads Condition 50).
 - 51.3. The road reserve boundary shall be revised so that the proposed kerblines is offset no less than 3 meters from the revised road reserve boundary, based on the approved Functional Layout Plan for the upgrade of Doncaster Road and Council Street intersection.
 - 51.4. No part of the building (including basement levels) extending or projecting into the revised road reserved.
52. To implement the revisions to the road reserve (refer condition 51.3) at no cost to VicRoads the developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labeled "Road", which is to be vested in the Roads Corporation upon certification the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificate of Title that issues in the name of Roads Corporation, are posted to: VicRoads – Property Services Department, 60 Denmark Street KEW, 3101.
53. Provision must be made for a new controller and associated hardware for the intersection of Doncaster Road and Council Street, to allow for the inclusion of bonus left turn movements to and from Council Street and potentially a bus priority signal phase (subject to Public Transport Victoria's approval), to the satisfaction of VicRoads.


Natasha Swan
Signature for the Responsible Authority

Date Issued: 23 JUL 2016


Planning and Environment Regulations 2005 No.33 Form 4

Page 13 of 14

54. The Doncaster Road access must remain open during the operating hours of the trade supplies and restricted retail premises.
55. Prior to the use of any retail and or trade supplies premises or certificates of occupancy is issued for any building hereby removed, all roadworks generally in accordance with the approved Functional Layout Plan must be completed at no cost to and to the satisfaction of VicRoads and the Responsible Authority.
56. The preparation of the detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these takes the applicant will be required to comply with the requirements documented and "standard Requirements – Developer Funded Projects" and any other requirements considered necessary depending on the nature of the work.
57. No work must be commenced in, on or over the road reserve without having first obtaining all necessary approvals under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

PTV Conditions

58. Before the development starts, or other time agreed in writing with the Responsible Authority, amended plans to the satisfaction of the responsible authority and Public Transport Victoria must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - 58.1. Details of the relocated bus stop on Doncaster Road including bus shelter, line marking and all associated infrastructure Disability Discrimination Act (DDA) compliant;
 - 58.2. Access path and paved surfaces in line with the entrance and exit points of the bus with a minimum width of 1.2 metres; and,
 - 58.3. Provision for a queue jump facility in the left turn slip lane including a "B" signal priority light at the intersection of Council Street with Doncaster Road.
59. Before the occupation of the development the bus stop, shelter relocation, bus queue jump and "B" light as shown on the endorsed plans, must be constructed at a cost born b the permit holder to the satisfaction of Public Transport Victoria and deemed compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
60. The permit holder must take all reasonable steps to ensure that disruption to bus operations along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.


Natasha Swan
Signature for the Responsible Authority

Date Issued:

Planning and Environment Regulations 2006 No.33 Form 4

Page 14 of 14

Commencement of use

61. Use of the trade supplies and restricted retail premises in Stage 1 may commence prior to the completion of the Stage 1 residential tower provided the responsible authority is satisfied that the trade supplies and restricted retail premises will operate in conjunction with accommodation.

Expiry

62. This permit will expire if any one of the following circumstances apply:
- 62.1. The development associated with Stage 1 is not started within two (2) years of the date of the issue of this permit;
 - 62.2. The development associated with Stage 1 is not completed within four (4) years of the date of this permit;
 - 62.3. The use associated with Stage 1 is not commenced within four (4) years of the date of this permit;
 - 62.4. The development associated with Stages 2 and 3 is not started within six (6) years of the date of the permit.
 - 62.5. The development associated with Stages 2 and 3 is not completed within eight (8) years of the date of the permit.

The Responsible Authority may extend these times if a request is made in writing before the permit expires or within three months afterwards.

Permit Notes:

It is the responsibility of the Applicant/owner and the relevant Building Surveyor to ensure that all development works approved by any building permit is consistent with the requirements of the *Disability Discrimination Act 1991*.

Under Section 69 of the *Planning and Environment Act 1987* the owner or occupier of the land may apply to extend a permit either:

- before it expires; or
- within 6 months of the expiry if the permit has not been acted on; or
- within 12 months of the expiry of the permit if the development was started lawfully before the permit expired.

Upon completion of the development approved by this permit, notice must be given to the Planning Unit to enable the development to be inspected.

Plans submitted for approval for the onsite storm water detention system should be forwarded to Council's Engineering Services Unit. For any queries in relation to these plans please contact Engineering Services on Ph.9846 9563.

Natasha Swan
Signature for the Responsible Authority

Date Issued:

Planning and Environment Regulations 2005 No.33 Form 4

ATTACHMENT 3

BUNNINGS DONCASTER & DONCASTER HILL RESIDENTIAL

DONCASTER ROAD, DONCASTER
VICTORIA 3108

CITY OF MANNINGHAM COUNCIL



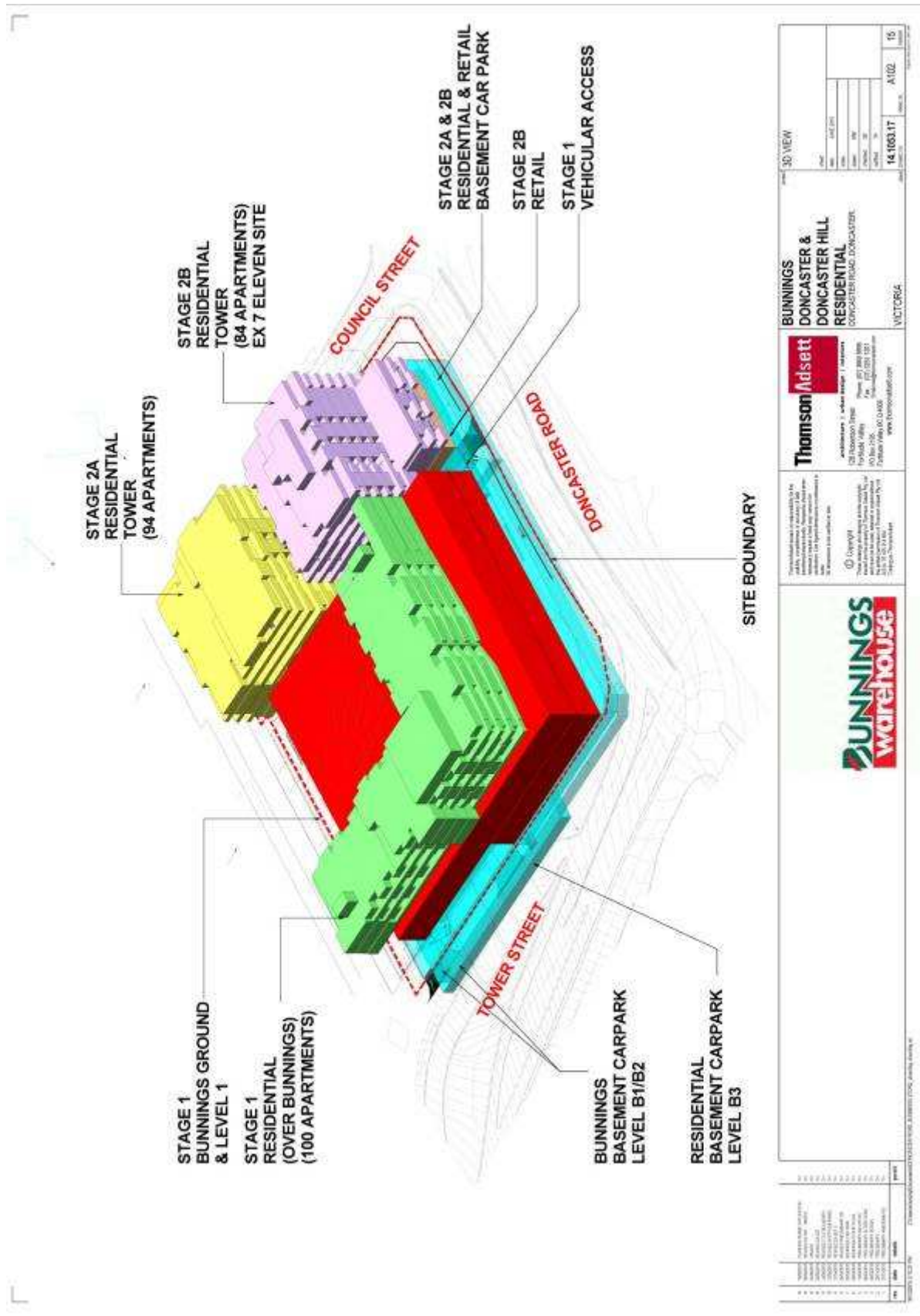
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A102	3D VIEW	
A103	3D VIEW	
A104	DONCASTER RD ELEVATION	
A105	TOWER ST ELEVATION	
A106	COUNCIL ST ELEVATION	
A107	NORTH ELEVATION	
A108	WEST - CAR PARK FLOOR PLAN	
A109	EAST - CAR PARK FLOOR PLAN	
A110	BASEMENT ST - CAR PARK FLOOR PLAN	
A111	BUNNINGS GROUND FLOOR PLAN	
A112	BUNNINGS GROUND FLOOR PLAN - WHITE	
A113	RESIDENTIAL - MID GROUND FLOOR PLAN	
A114	RAMMAGE LEVEL 1 FLOOR PLAN	
A115	RESIDENTIAL LEVEL 2 FLOOR PLAN	
A116	RESIDENTIAL FLOOR PLANS - PODIUM LEVEL 3	
A117	RESIDENTIAL FLOOR PLANS - LEVEL 4 & 5	
A118	RESIDENTIAL FLOOR PLANS - LEVEL 6	
A119	RESIDENTIAL FLOOR PLANS - LEVEL 7	
A120	ROOF PLAN	
A121	TYPICAL APARTMENT	
A121 B	APARTMENT LOBBY	
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A122-B	STAGNMS PLAN - COMPLETE	
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A143	SECTION 10	
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A145	PERSPECTIVE RENDER 3 CORNER OF BERKELEY ST & COUNCIL ST	
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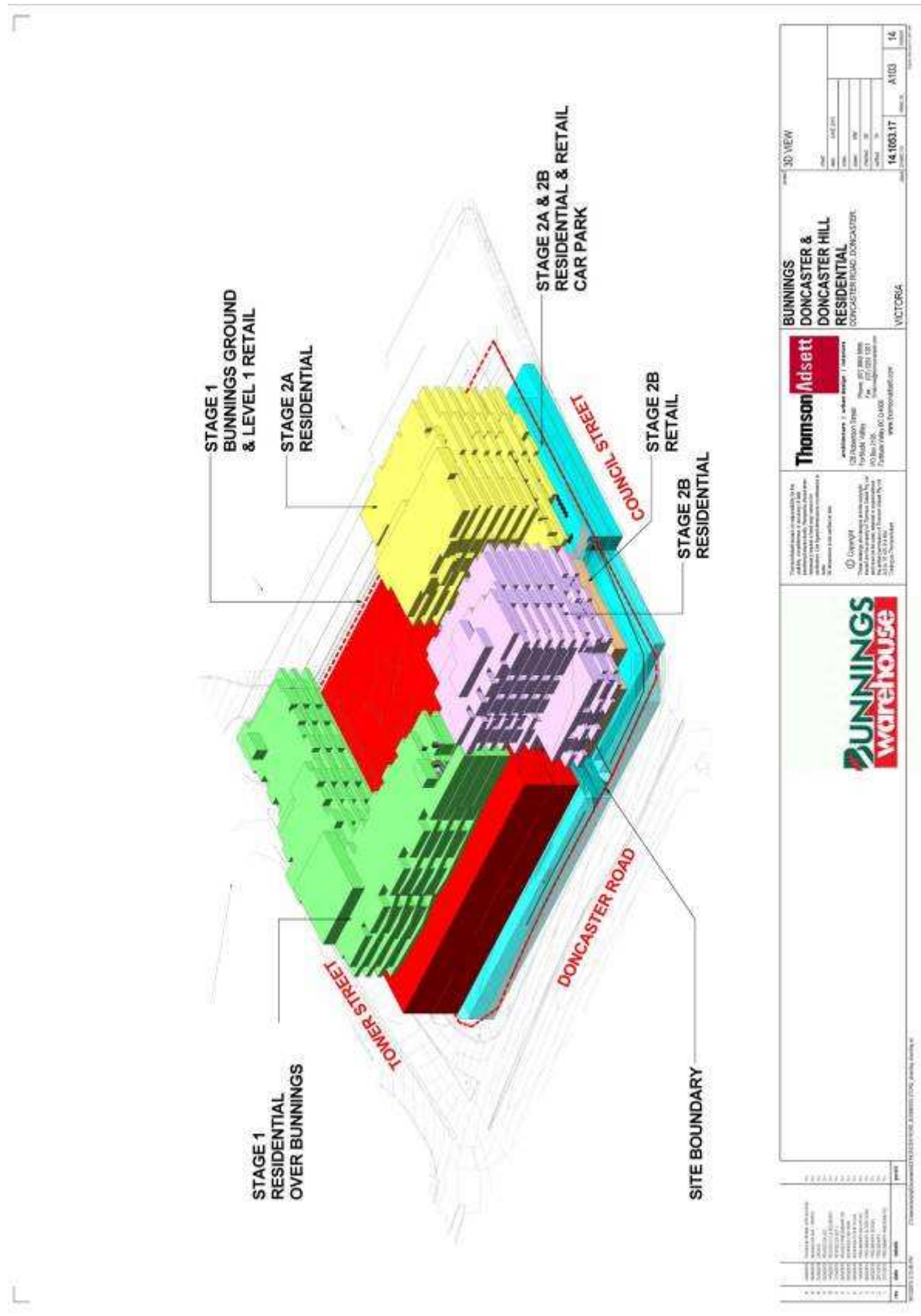
DA ISSUE

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<p>DA DATE: 14/07/16 DA TIME: 14:00 DA USER: [Name] DA PROJECT: [Name]</p>		<p>DA DATE: 14/07/16 DA TIME: 14:00 DA USER: [Name] DA PROJECT: [Name]</p>		<p>DA DATE: 14/07/16 DA TIME: 14:00 DA USER: [Name] DA PROJECT: [Name]</p>	



<p>BUNNINGS warehouse</p>		<p>Thomson Adsett</p> <p>Architectural & Interiors Design Interiors 150-160 Collins Street Phone: 03 9600 8000 401 Macaulay Street Phone: 03 9600 8000 100-110 Collins Street Phone: 03 9600 8000</p>		<p>BUNNINGS DONCASTER & DONCASTER HILL RESIDENTIAL DEVELOPMENT</p> <p>14 1003.1T VICTORIA</p>	
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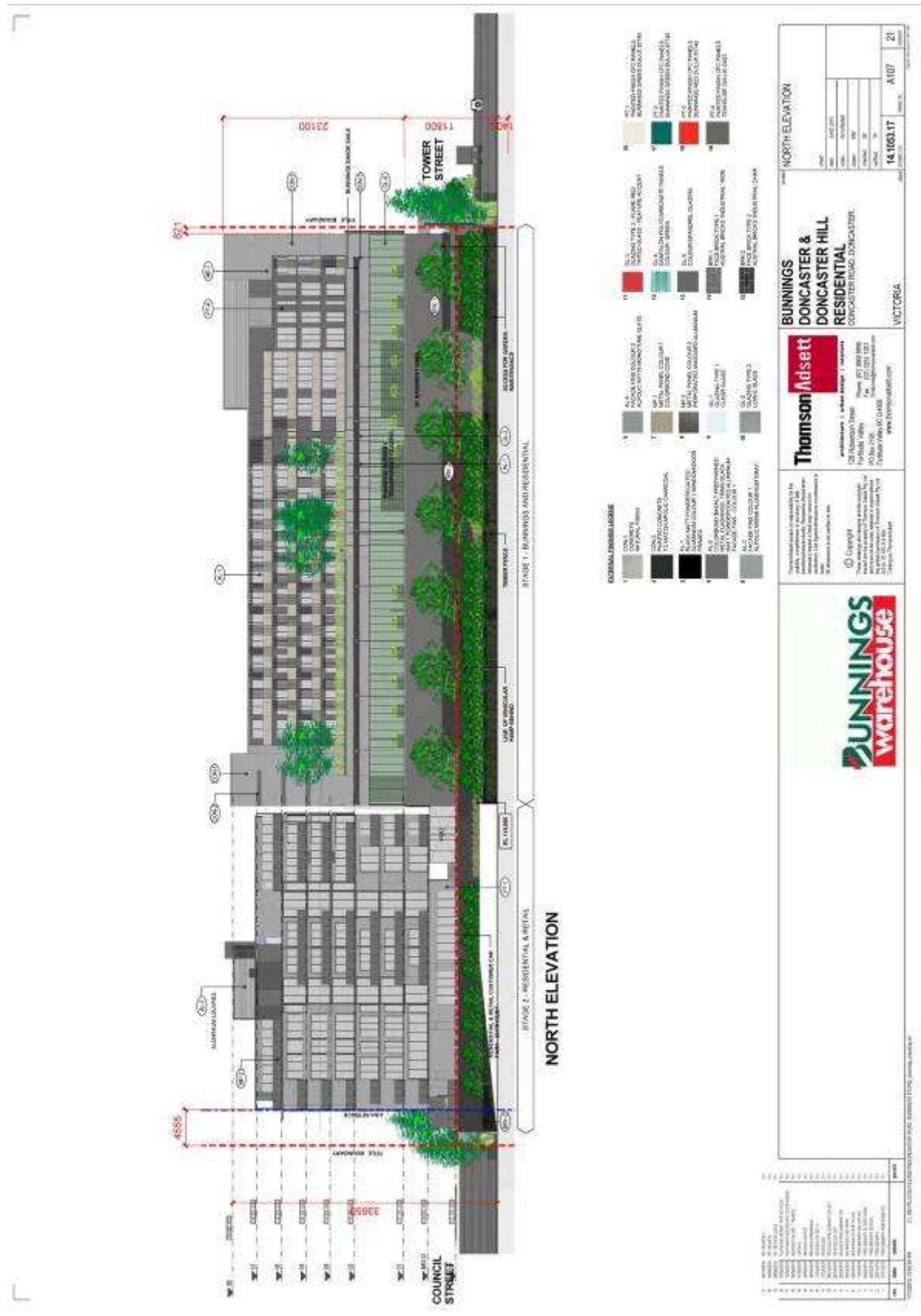
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DONCASTER &
DONCASTER HILL
DONCASTER
RESIDENTIAL**
DONCASTER HILL, DONCASTER,
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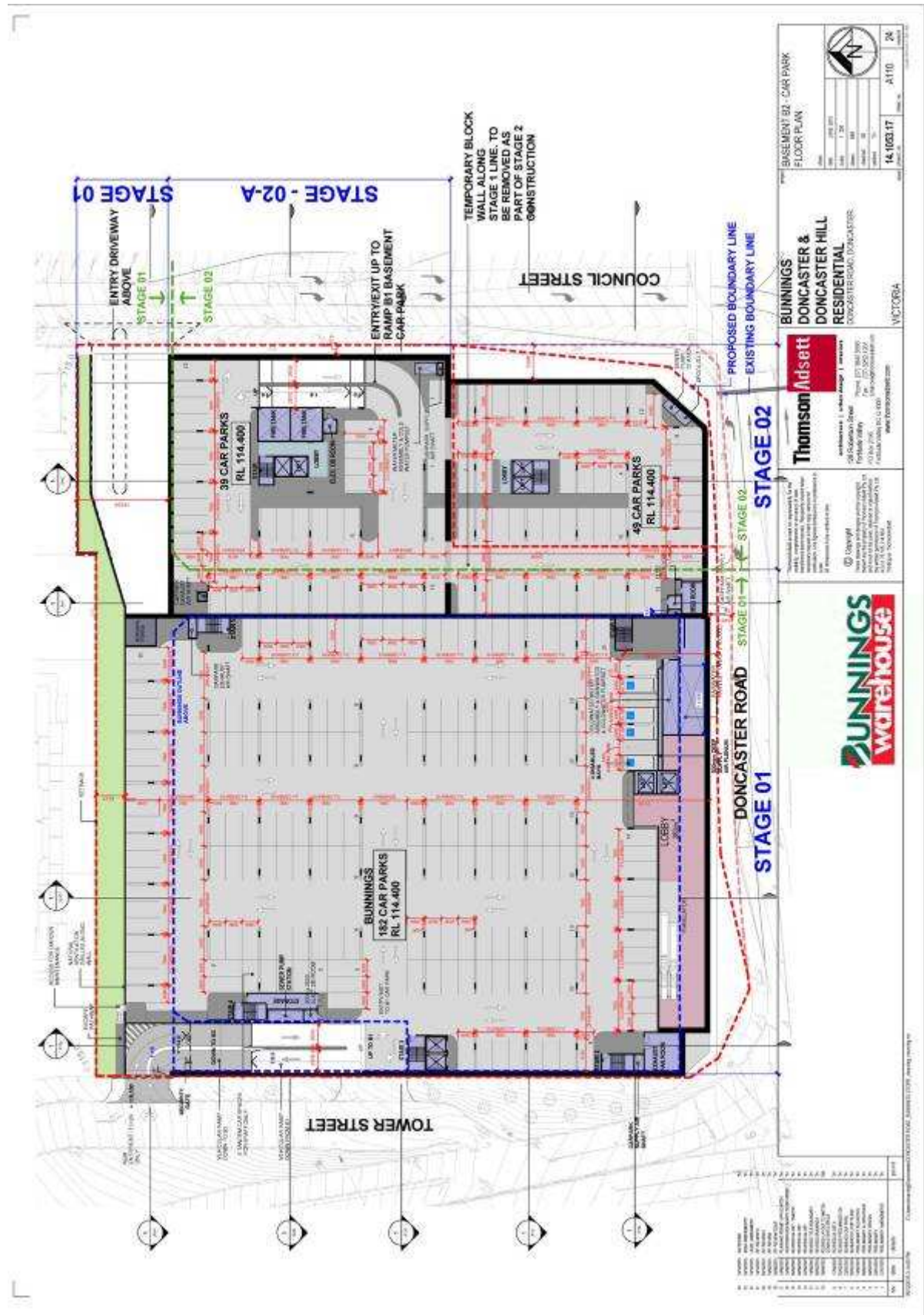
Thomson Adsett
Architects & Urban Designers
100 Sturt Street, Doncaster
VIC 3108
Phone: 07 4661 8888
Fax: 07 4661 1801
www.thomsonadsett.com.au

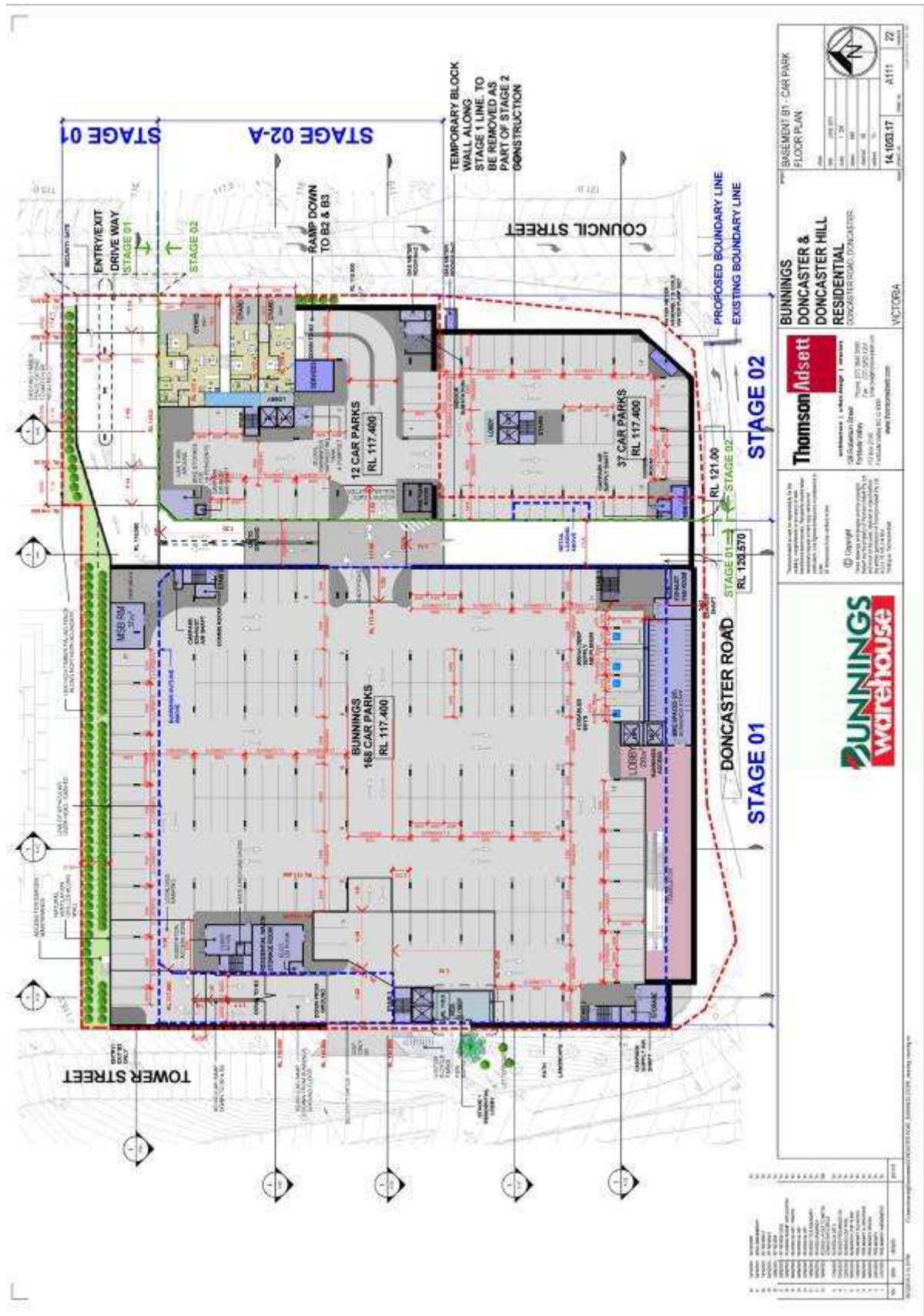


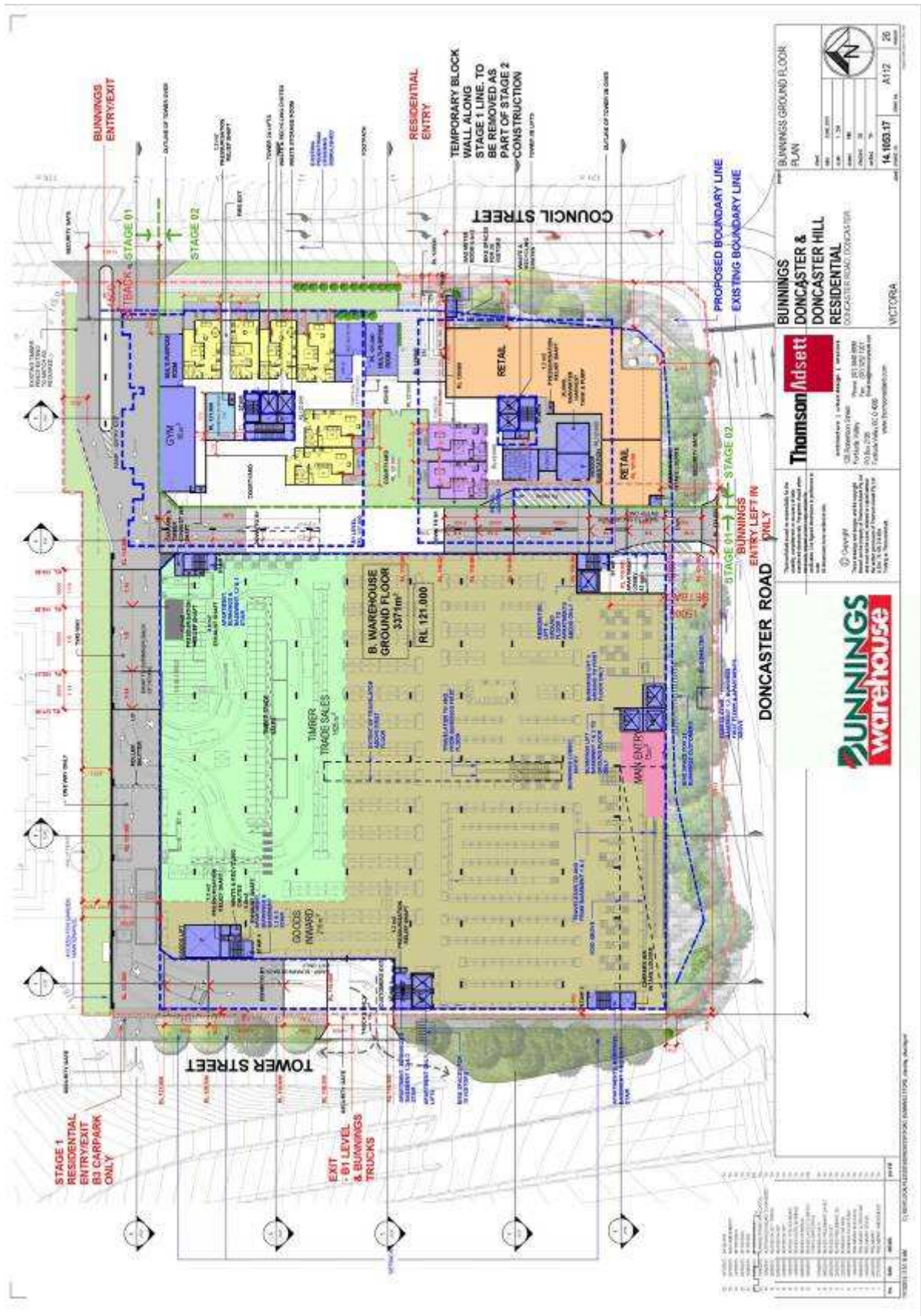
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ARCHITECTS
1000 RUSSELL ST
MELBOURNE VIC 3000
TEL: 03 9594 5000
WWW.THOMSONADSETT.COM

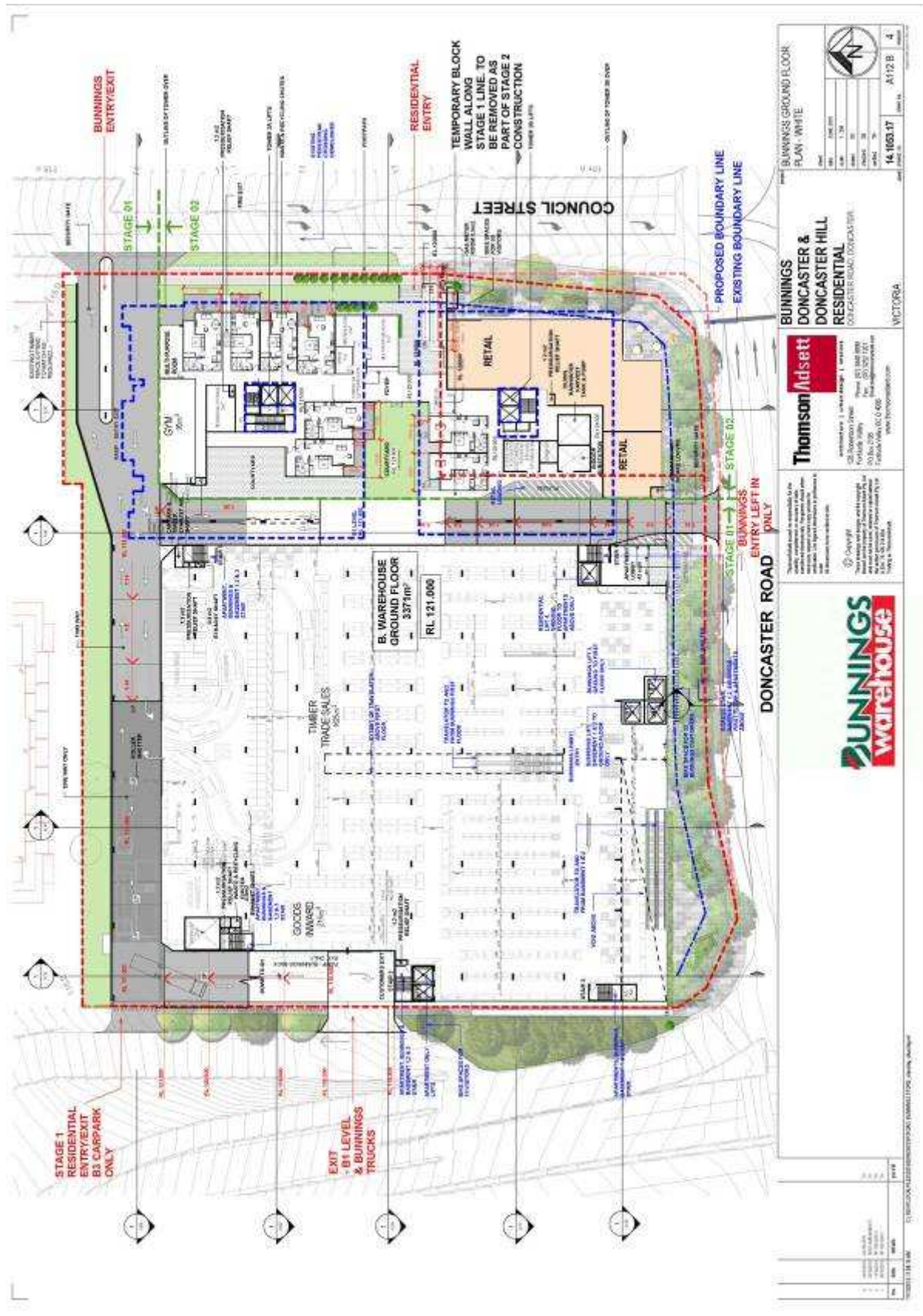
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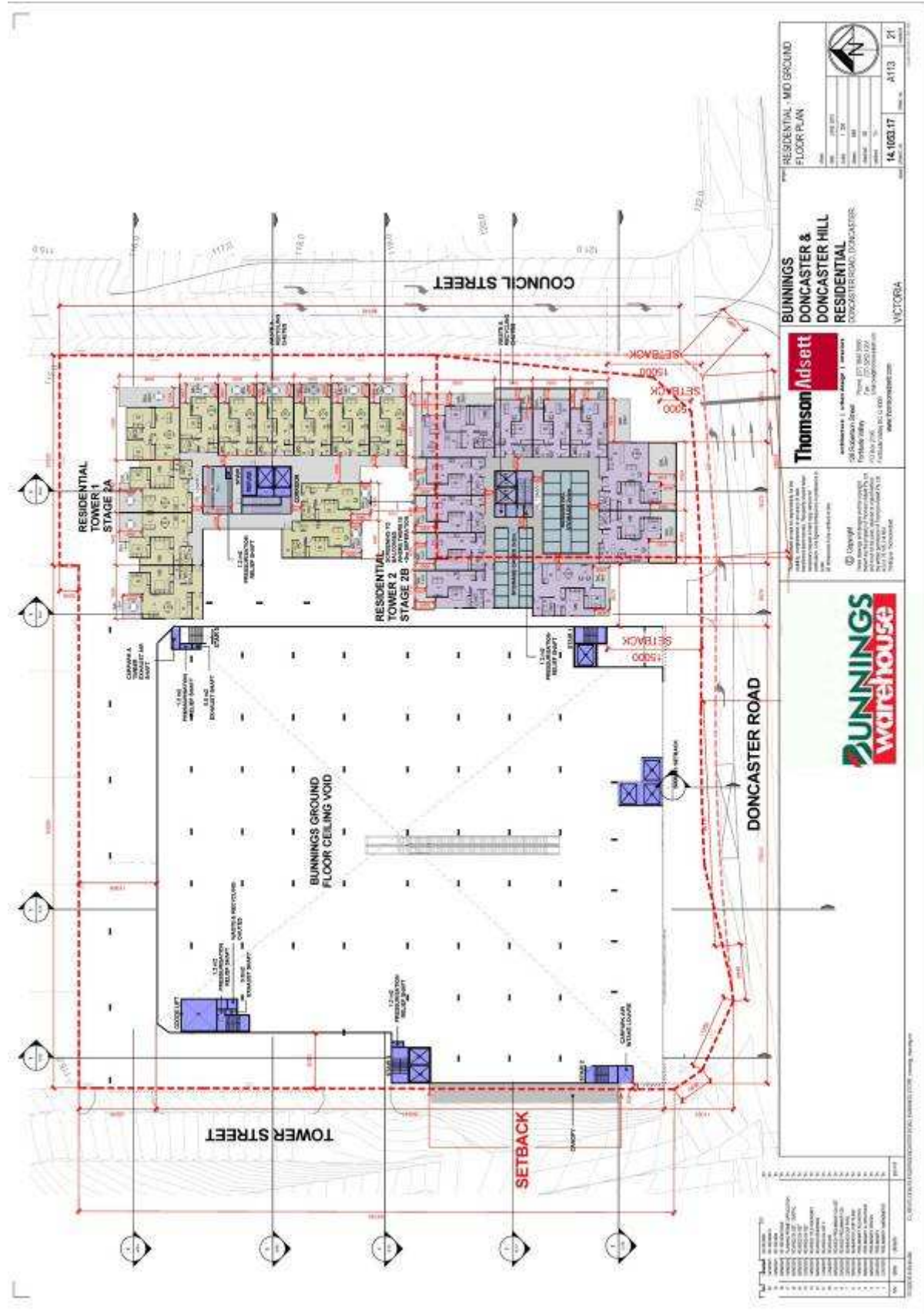
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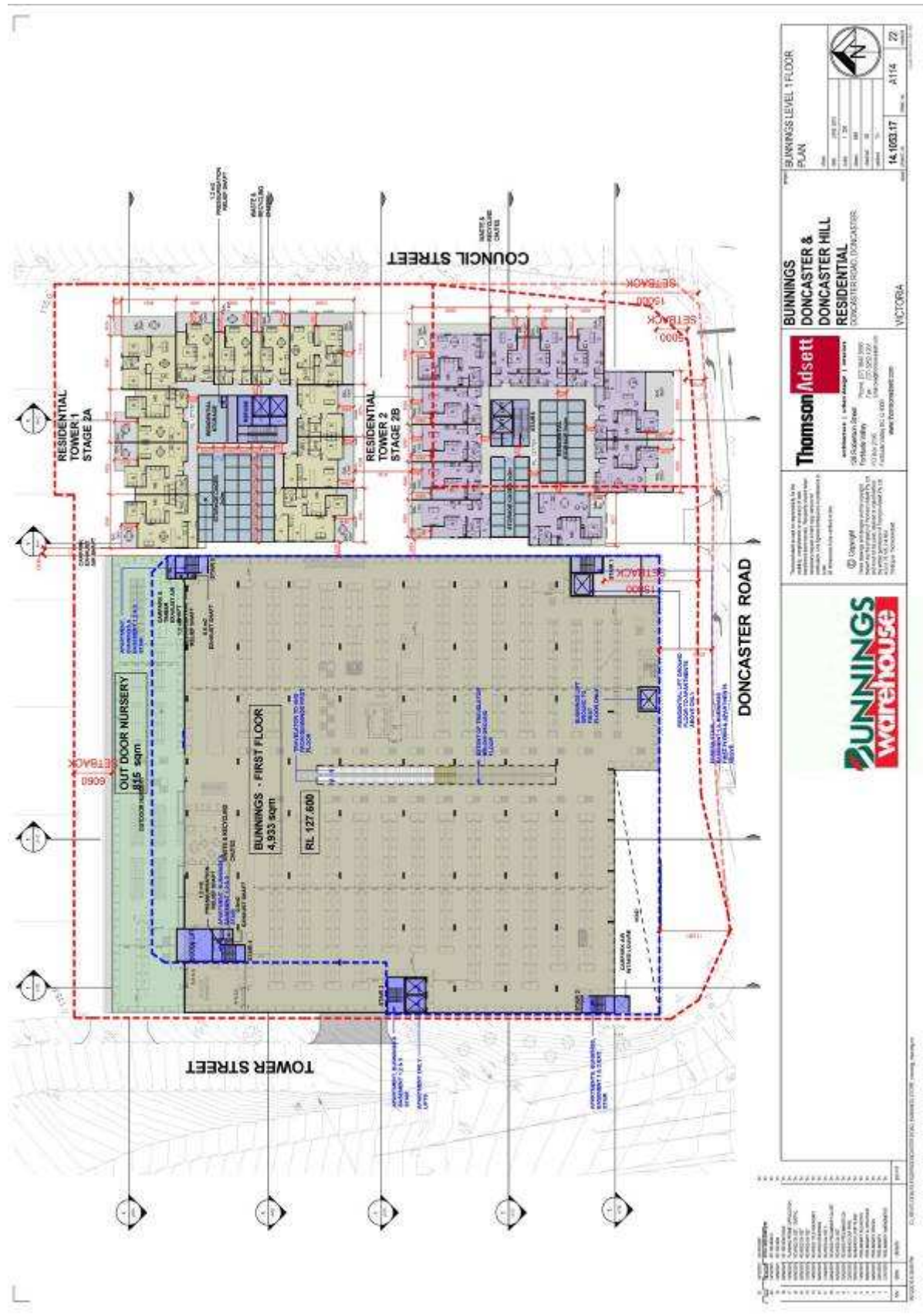
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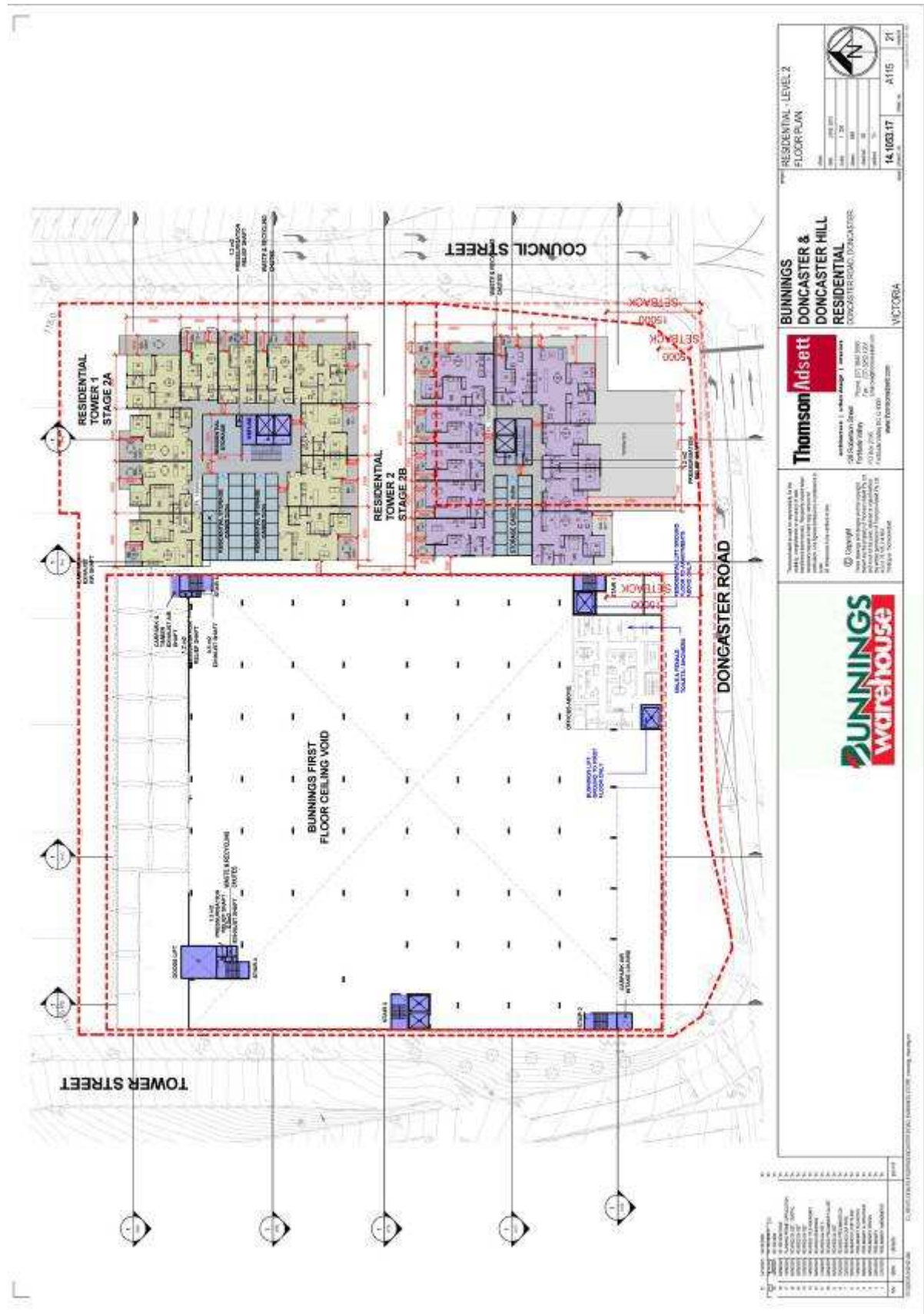
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STAGE 02
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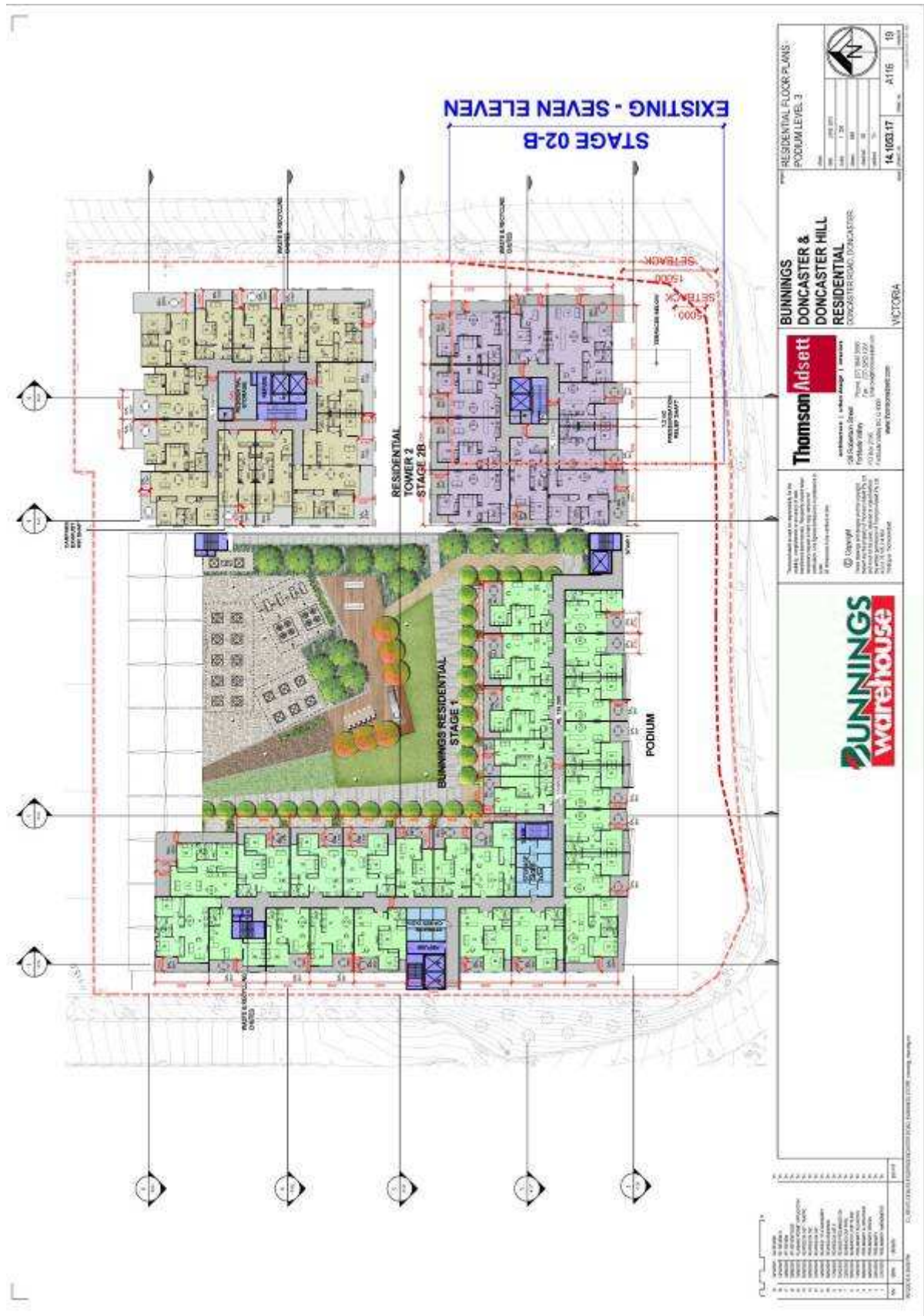
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 ARCHITECTURE & INTERIOR DESIGN | 11 WILSON STREET, DONCASTER VIC 3108
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 WWW.THOMSONADSETT.COM

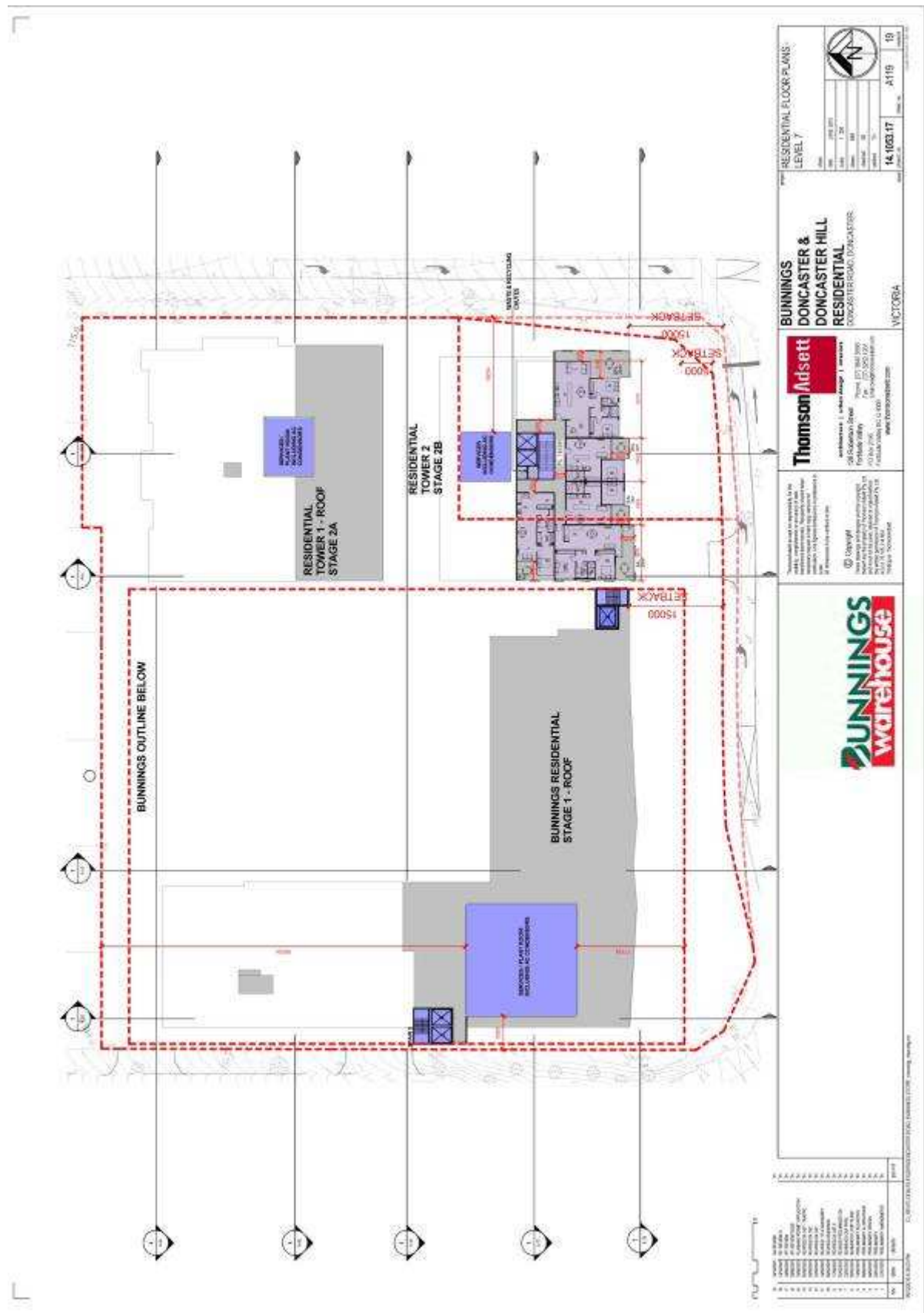
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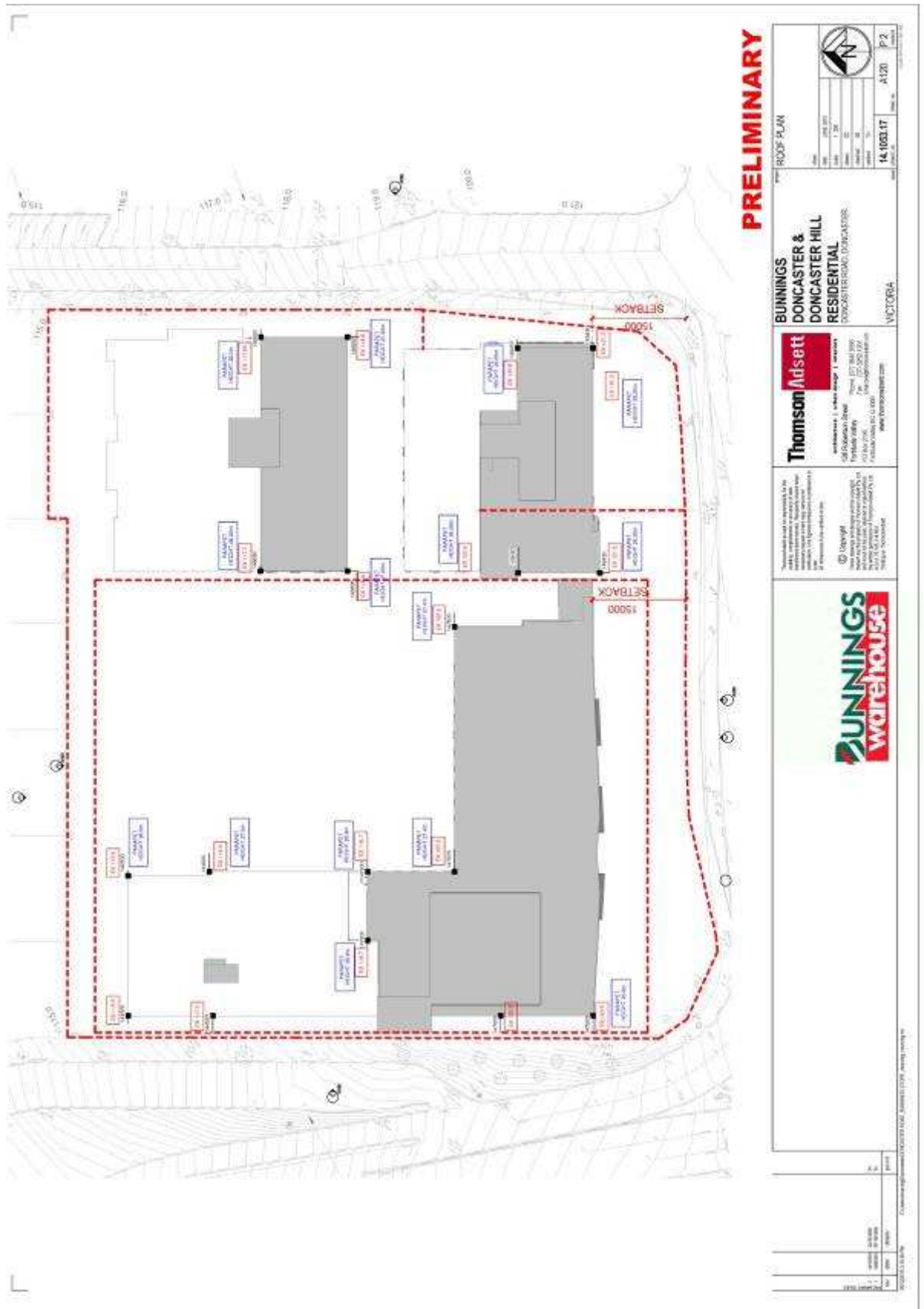
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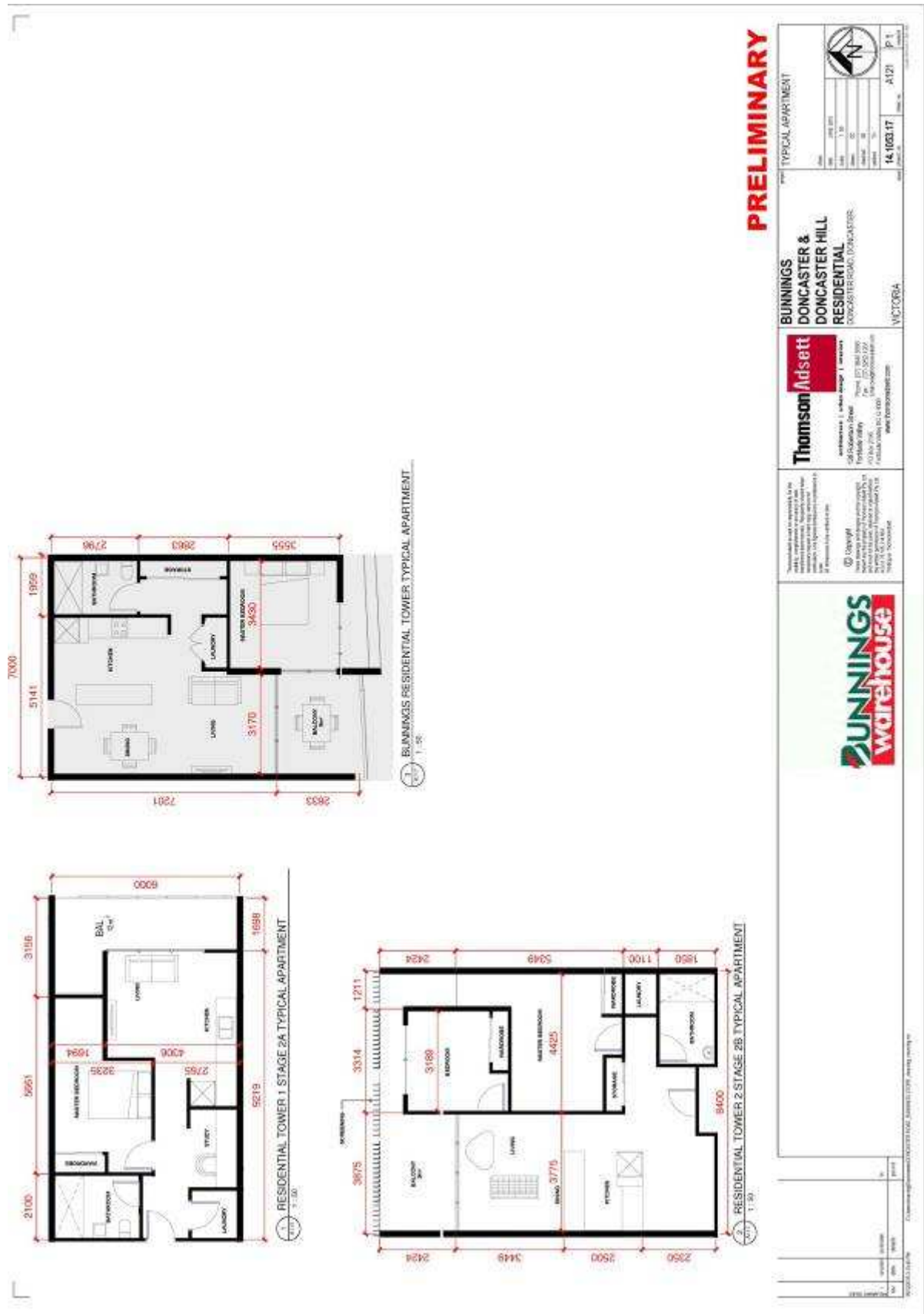
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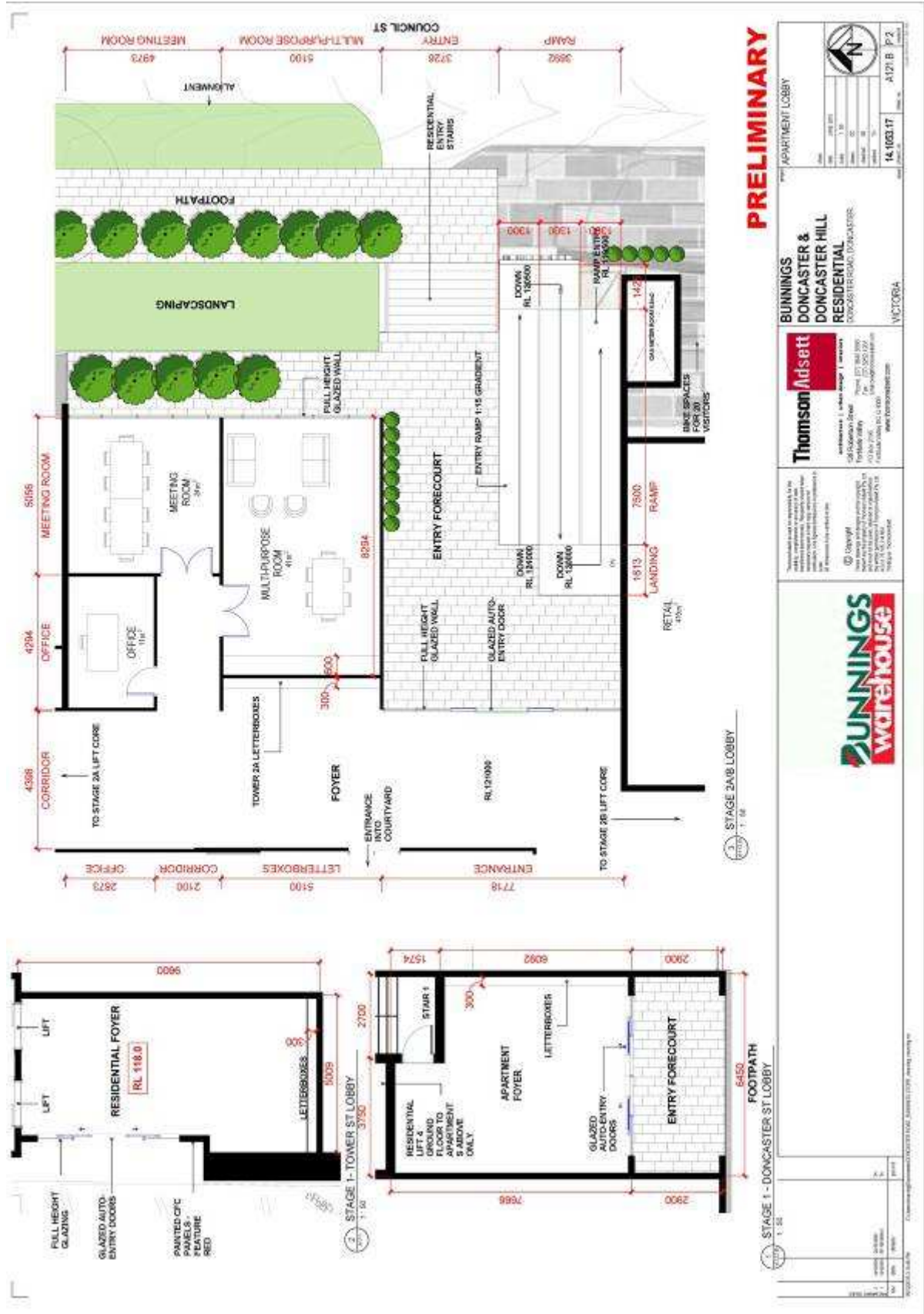


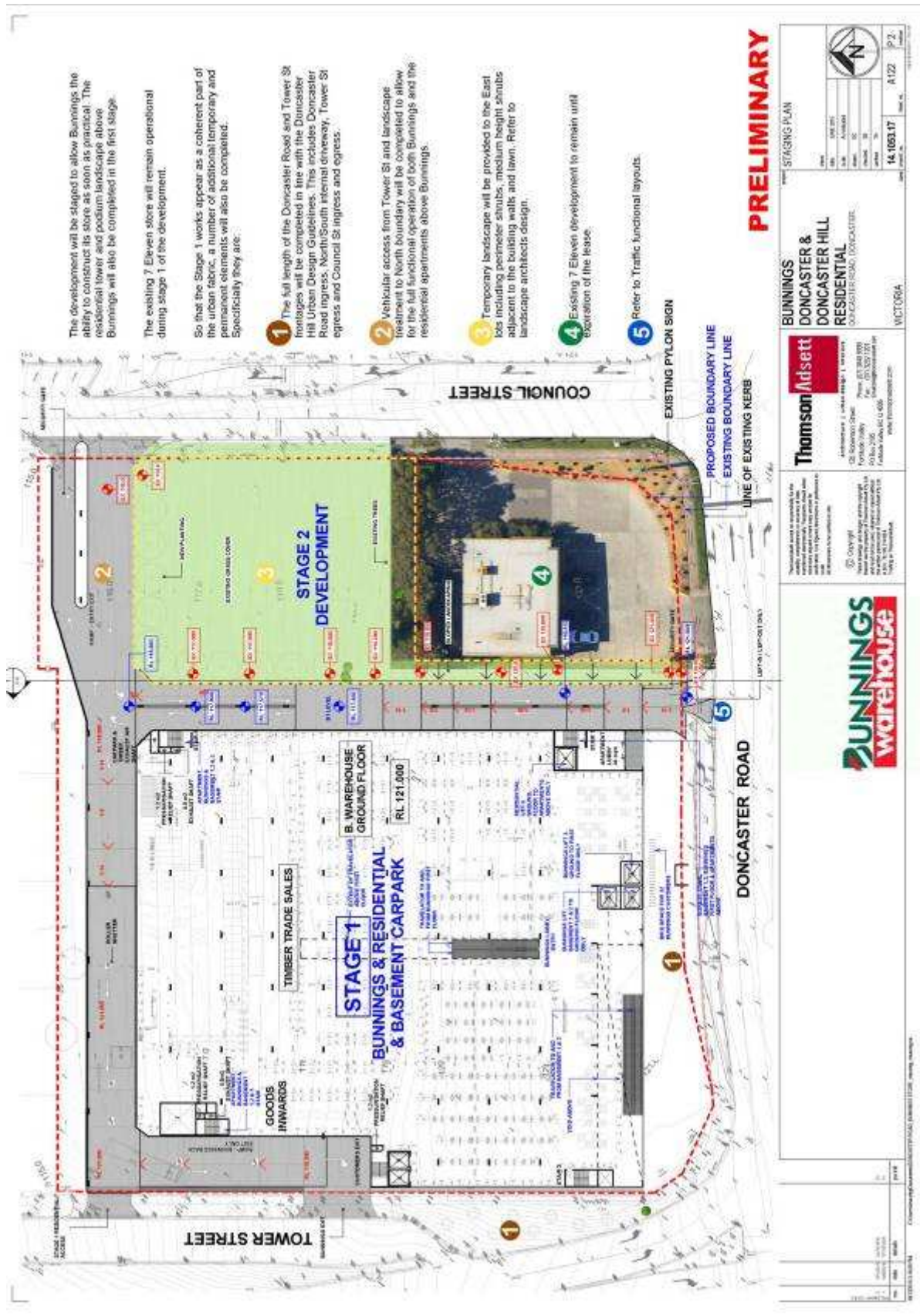
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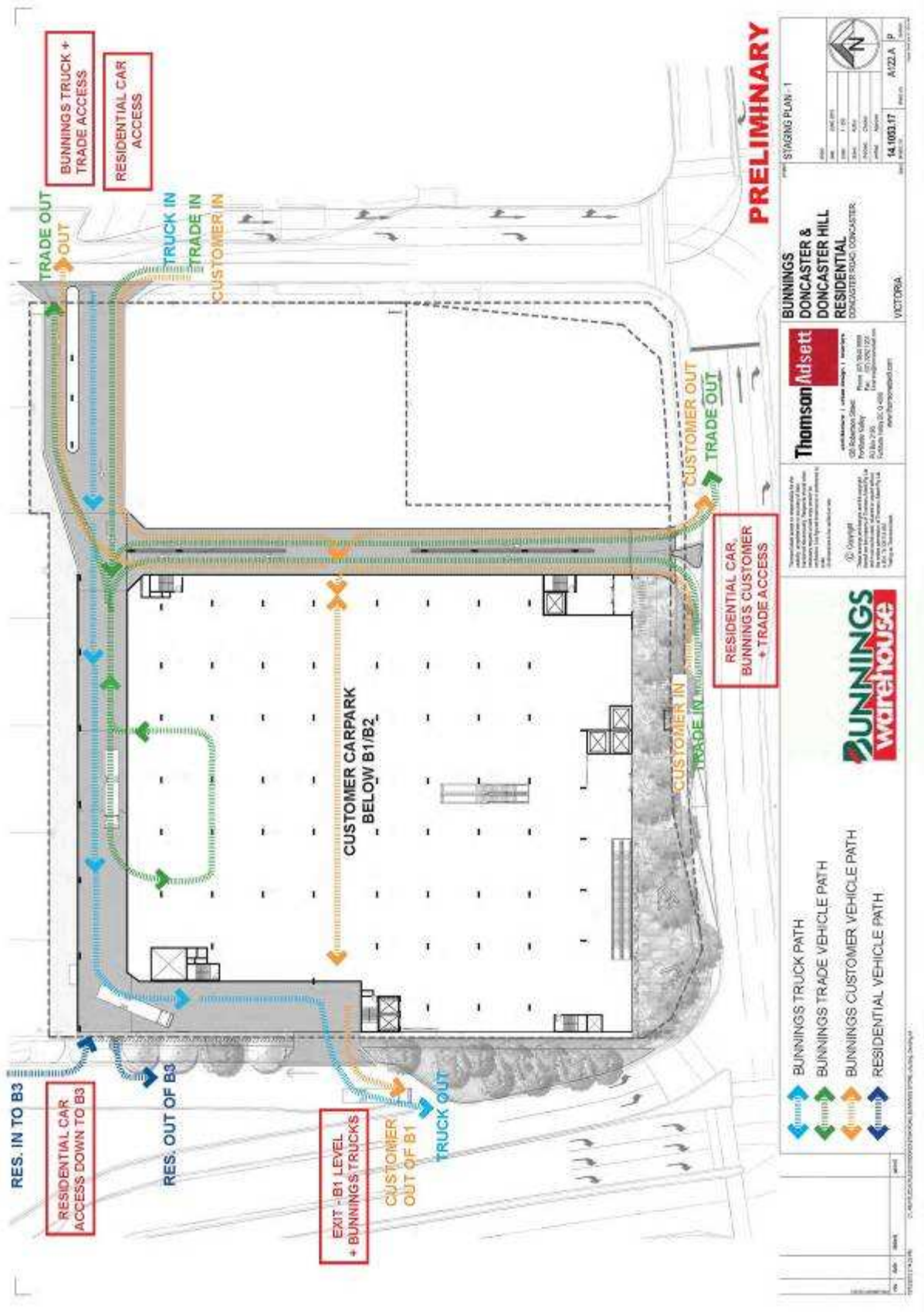
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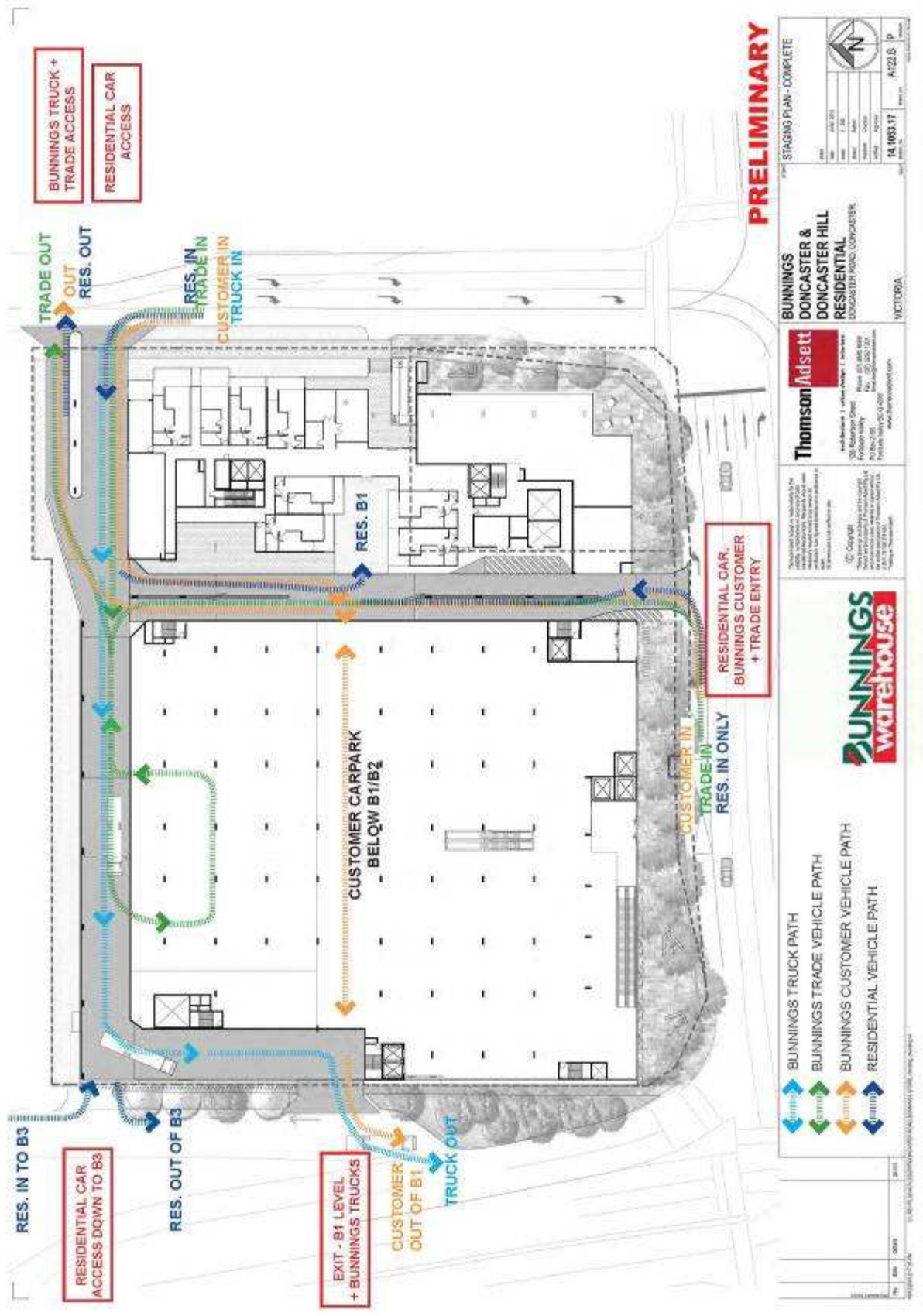


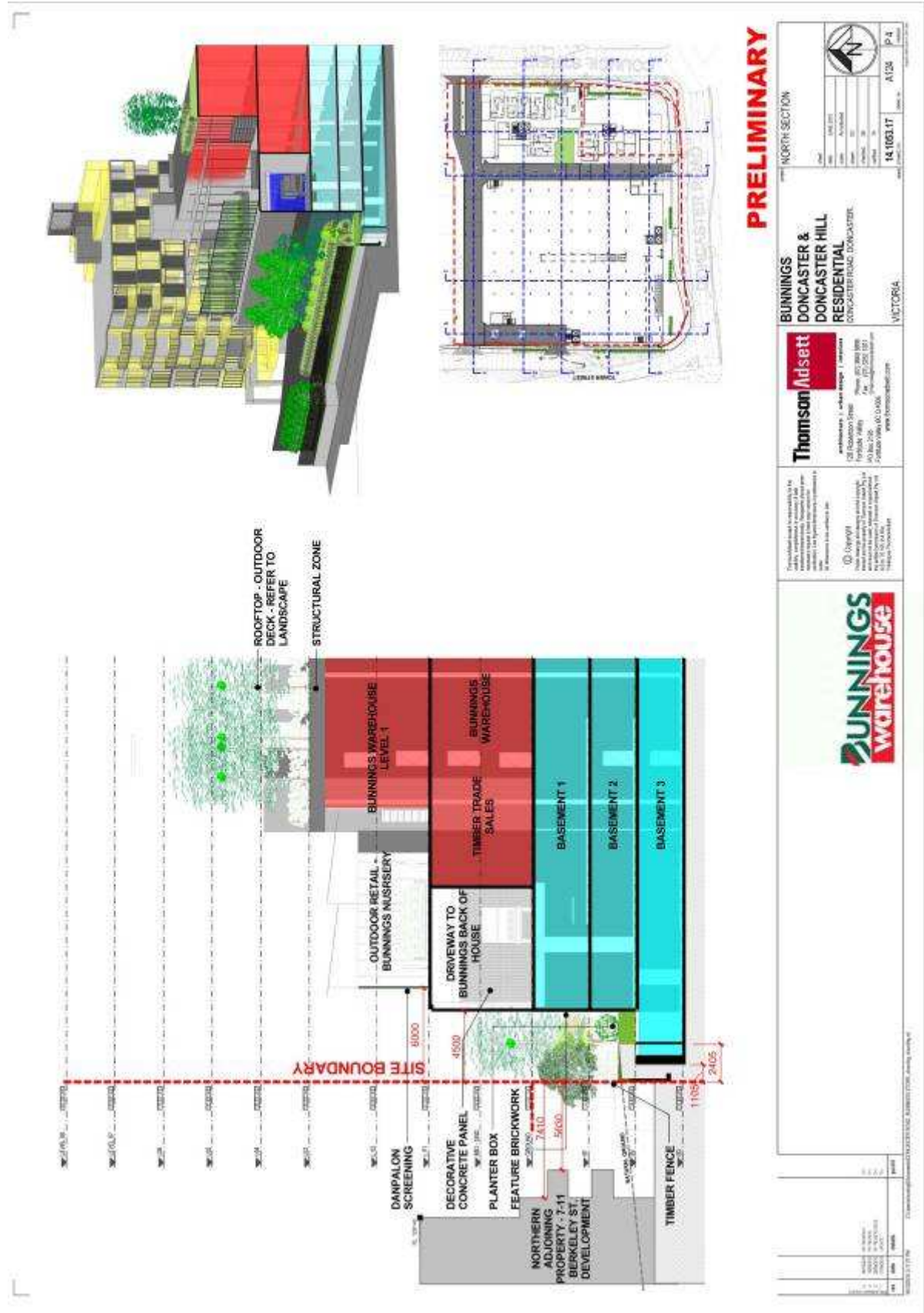


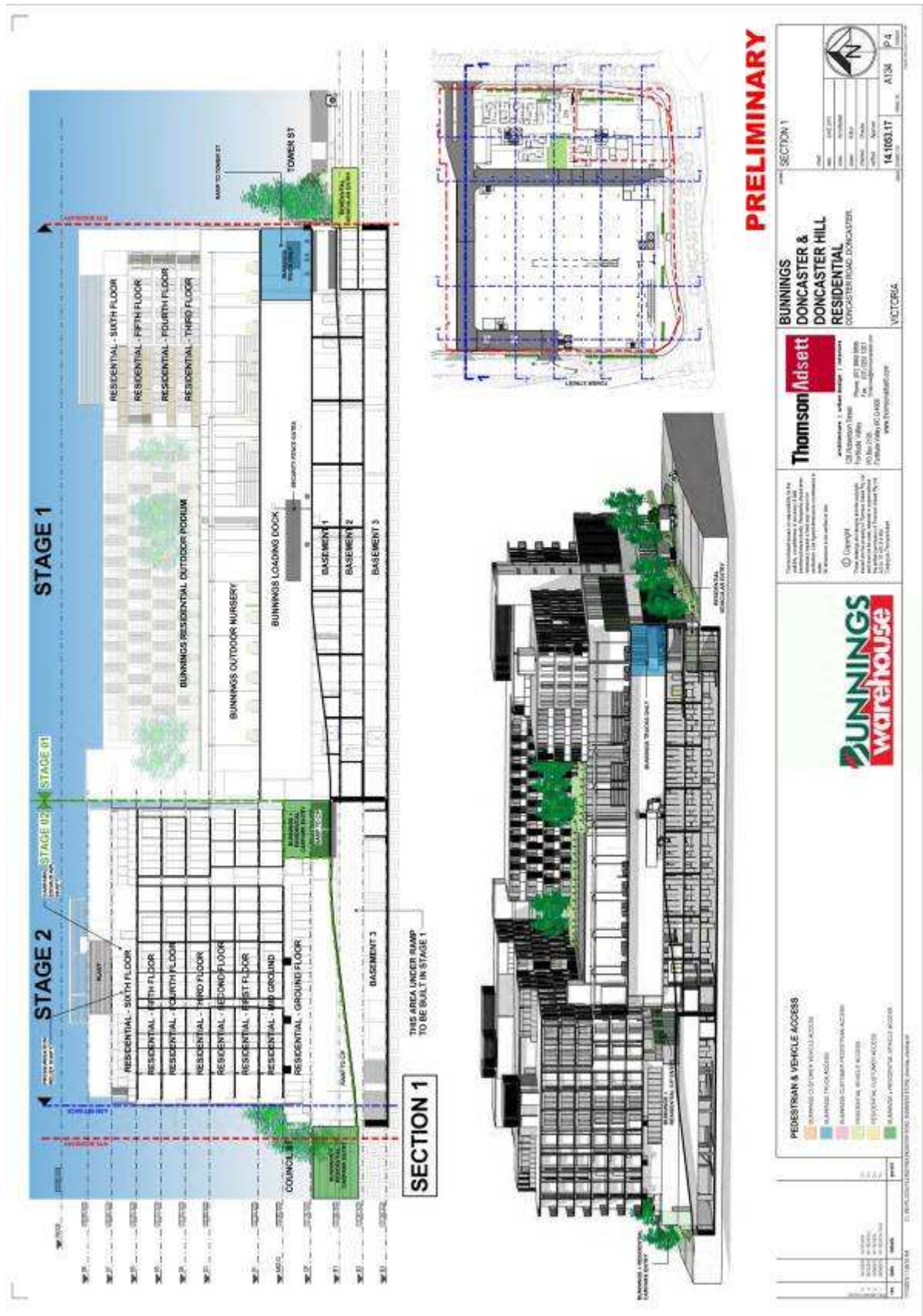


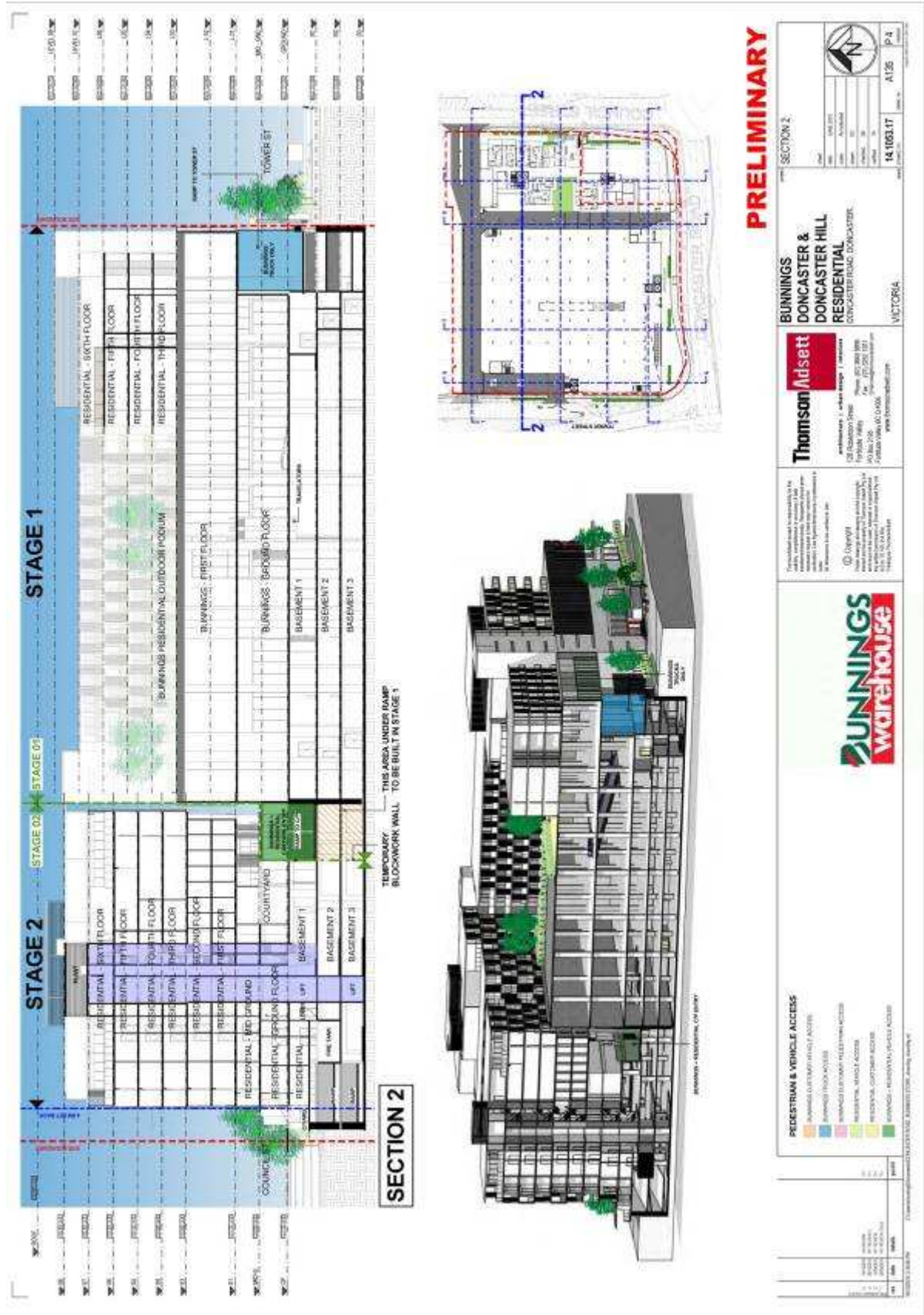


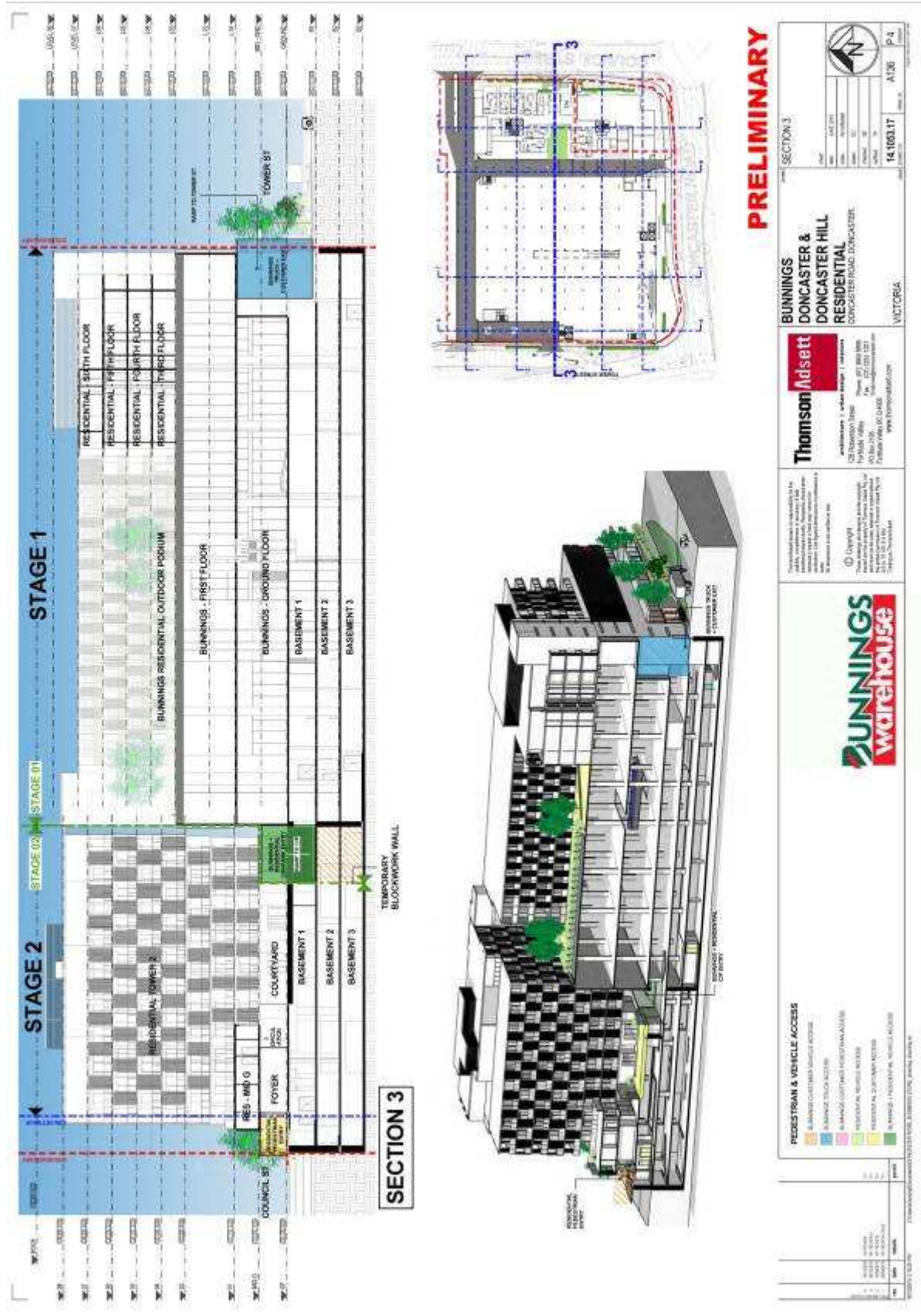












SECTION 3

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CLIENT	VICTORIA

Thomson Adsett
 ARCHITECTS
 150 GLENVIEW AVENUE
 DONCASTER VIC 3108
 PH 03 9463 8888
 WWW.THOMSONADSETT.COM

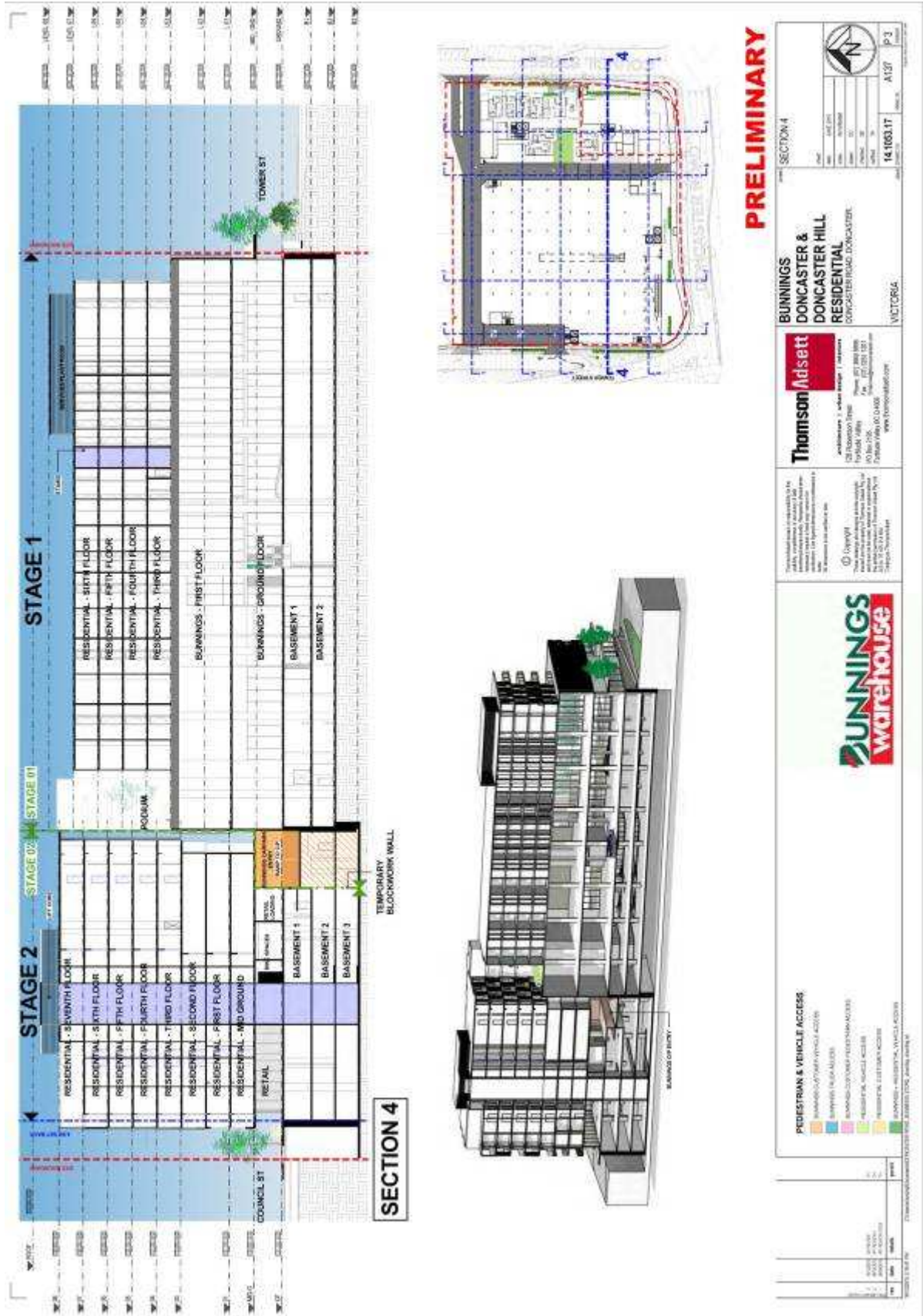
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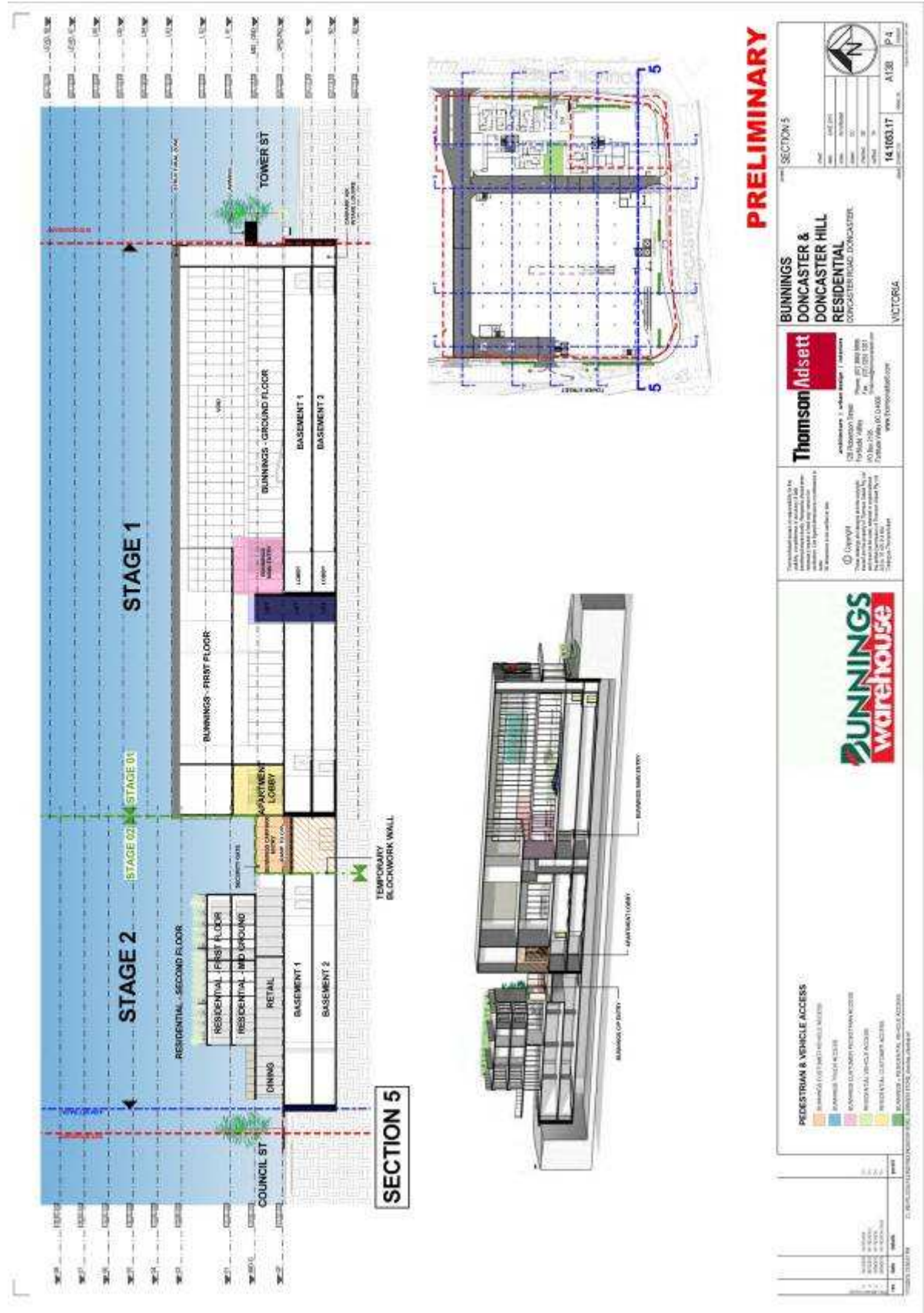


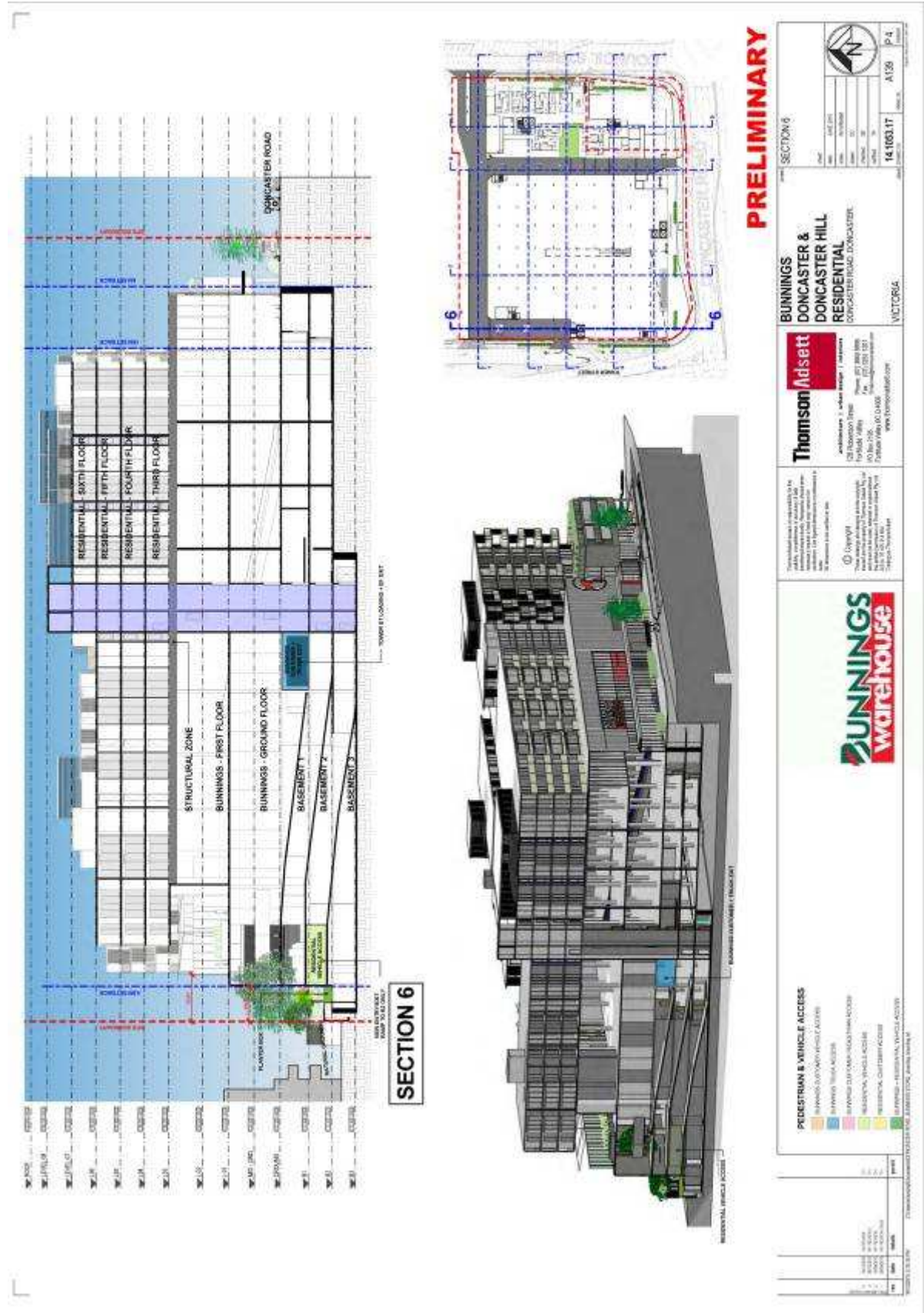
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- ALLOWED CUSTOMER VEHICLE ACCESS
- BUNNINGS TRUCK ACCESS
- BUNNINGS CUSTOMER VEHICLE ACCESS
- RESIDENTIAL VEHICLE ACCESS
- RESIDENTIAL CURTAIN ACCESS
- VEHICLE ACCESS TO SITE

NO.	DATE	REVISION
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SECTION 6

PRELIMINARY

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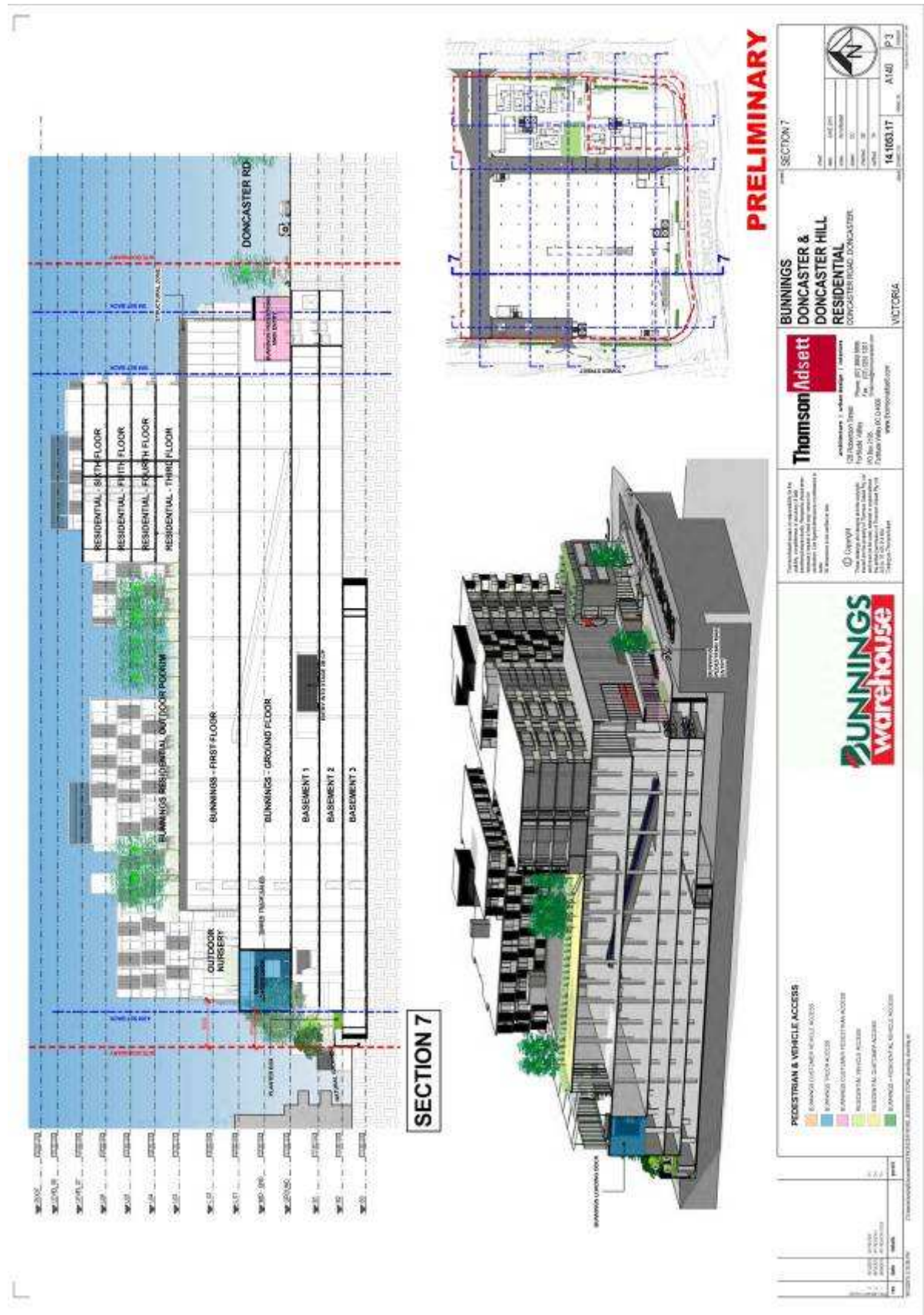
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DONCASTER ROAD, DONCASTER, VICTORIA

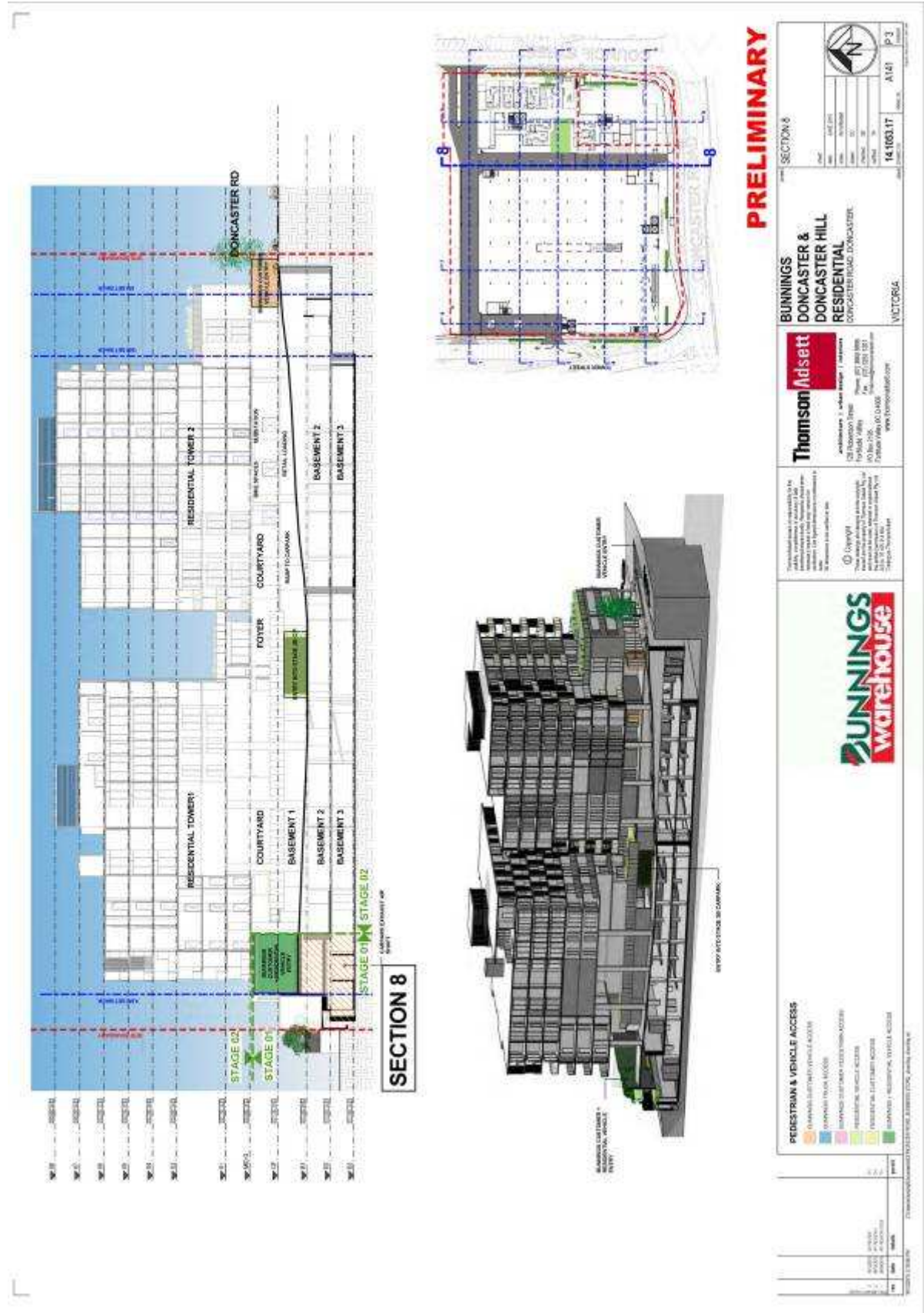
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Architects & Planners
100 Doncaster Road, Doncaster, VIC 3108
Phone: 03 9473 8888
Fax: 03 9473 1301
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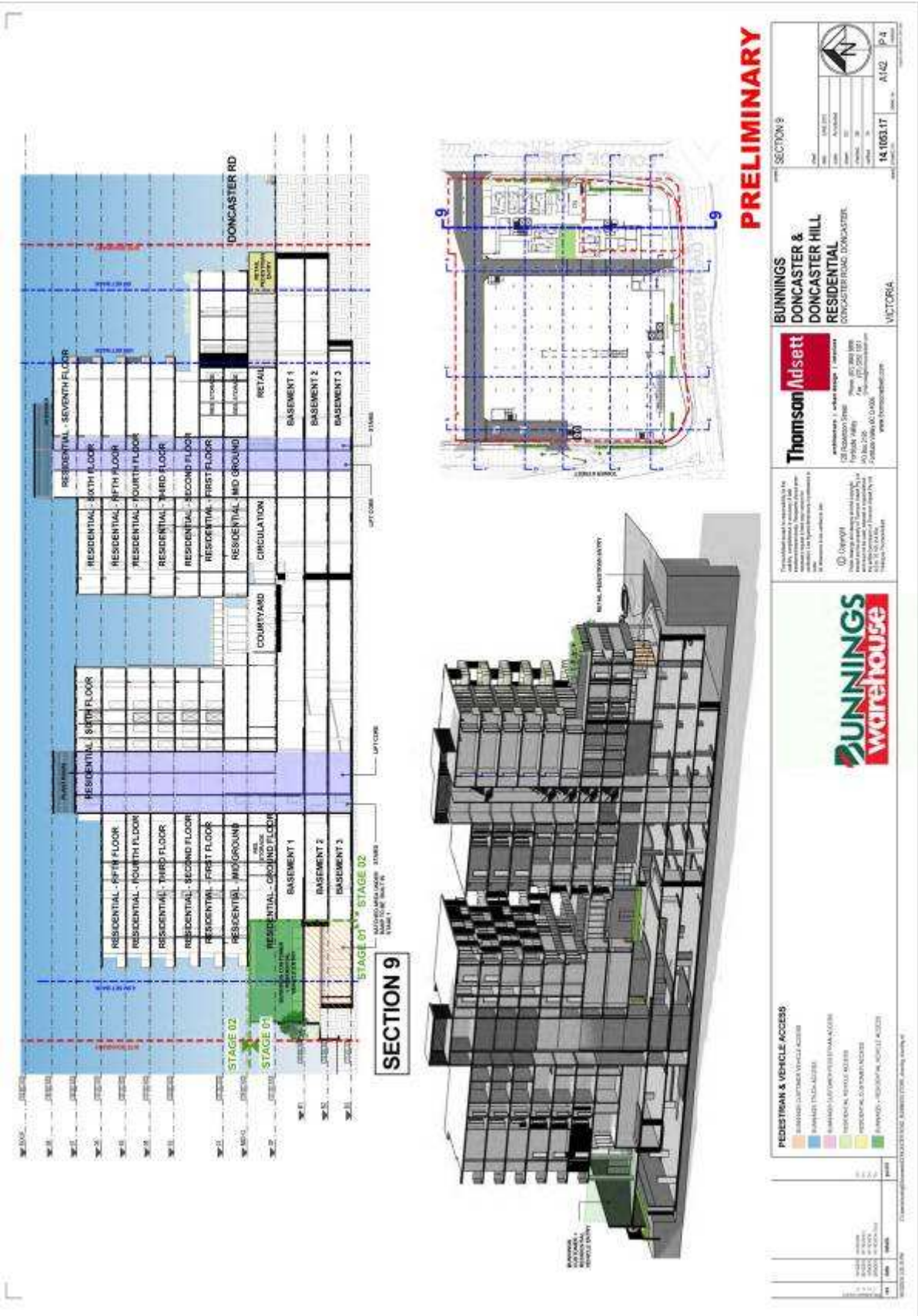


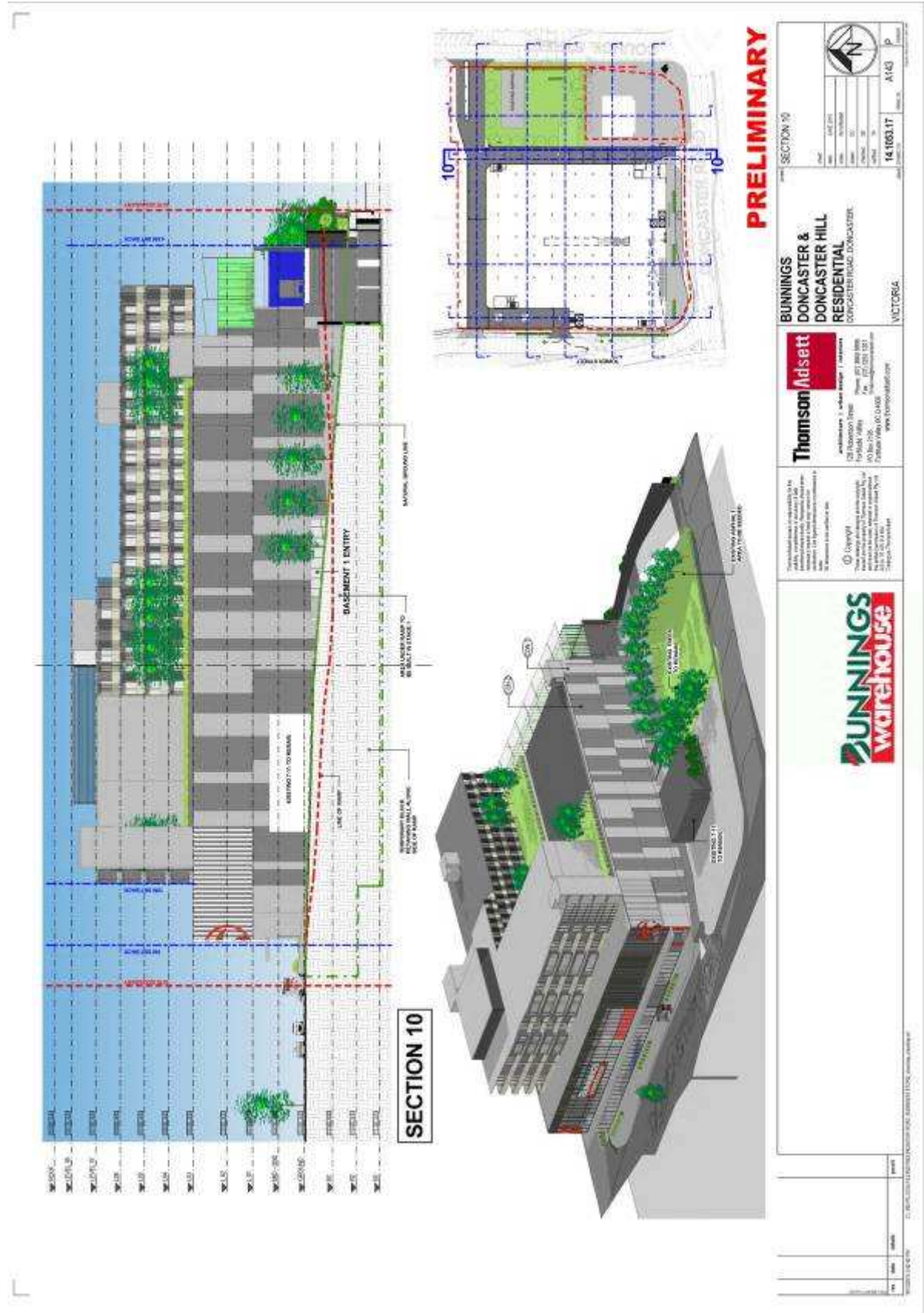
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 - BUNNINGS OFFICE
 - BUNNINGS WAREHOUSE
 - BUNNINGS RESTROOMS
 - BUNNINGS STORAGE
 - BUNNINGS MEETING ROOM
 - BUNNINGS CONFERENCE ROOM
 - BUNNINGS BREAK ROOM
 - BUNNINGS KITCHEN
 - BUNNINGS BATHROOM
 - BUNNINGS TOILET
 - BUNNINGS SHOWER
 - BUNNINGS LOCKER
 - BUNNINGS STORAGE

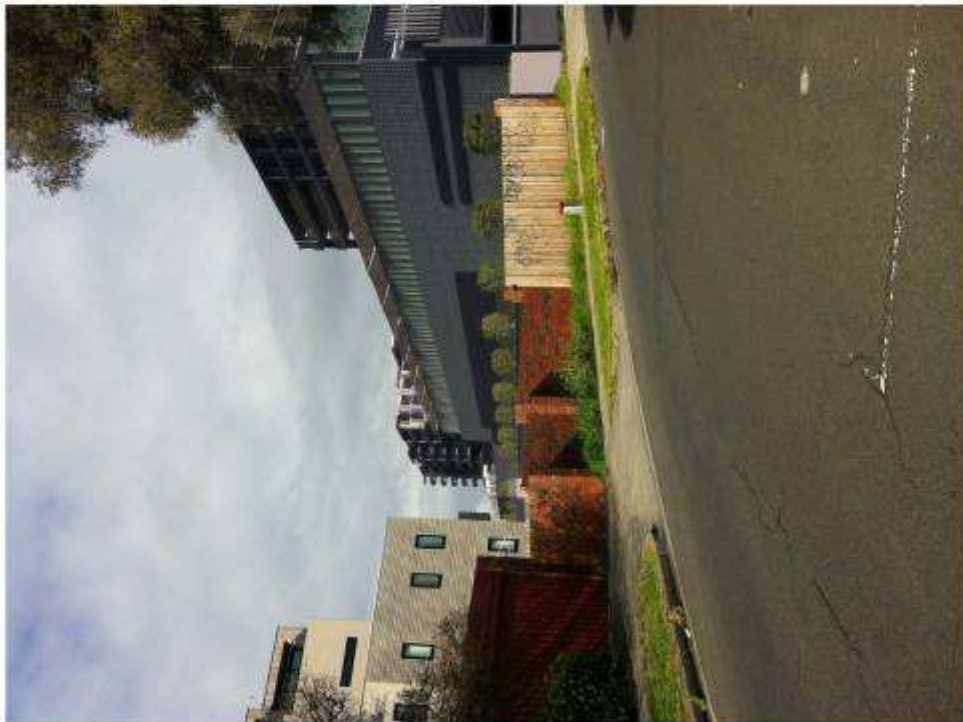
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PRELIMINARY

PERSPECTIVE RENDER 2:
NORTH-WEST

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CLIENT	
LOCATION	
PROJECT NO.	14-1003.17
DATE	14/03/17
SCALE	A1/4
PROJECT	P1

**BUNNINGS
DONCASTER &
DONCASTER HILL
RESIDENTIAL**
DONCASTER/STONEYCREEK DONCASTER,
VICTORIA

Thomson Adsett
ARCHITECTURE & INTERIOR DESIGN | SERVICES
4/4 Coleridge Street Phone: (03) 9483 9888
Fitzroy North VIC 3060 Fax: (03) 9483 1701
PO Box 276 Melbourne VIC 3001
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NO.	DATE	BY	REVISION



				<p>BUNNINGS DONCASTER & DONCASTER HILL RESIDENTIAL DONCASTER HILL DONCASTER, VICTORIA</p>		<p>PERSPECTIVE RENDER 3 CORNER OF BERKELEY ST & COUNCIL ST</p>	
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<p>17 18 19</p>		<p>20 21 22</p>		<p>23 24 25</p>		<p>26 27 28</p>	



BUNNINGS
DONCASTER & DONCASTER HILL
RESIDENTIAL
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BUNNINGS warehouse

PERSPECTIVE RENDER 4 NORTH-EAST



















Area: 1338 SQM
Date: 14/07/16
Scale: 1:100
Project No: 141003.17
Rev: 1

VICTORIA



PRELIMINARY

<p>BUNNINGS DONCASTER & DONCASTER HILL RESIDENTIAL DONCASTER ROAD DONCASTER, VICTORIA.</p>		<p>PROJECT: RESPECTIVE RENDER 5 SOUTH-EAST</p>	
<p>Thomson/Adsett Architects Urban Design Interiors 125-127 Colson Street, Doncaster VIC 3108 Phone: 03 9463 1000 www.thomsonadsett.com</p>		<p>Scale: 1:100 Date: 14/07/16 Sheet: 01 of 01 Project No: 14-1083-IT Rev: 01 P1</p>	
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<p>14-1083-IT-01</p>		<p>14-1083-IT-01</p>	

	<p>CON-1 CONCRETE NATURAL FINISH</p>		<p>MP-1 METAL PANEL COLOUR 1 COLORBOND COVE</p>		<p>BRK-1 FACE BRICK TYPE 1 AUSTRAL BRICKS "INDUSTRIAL" IRON</p>
	<p>CON-2 PAINTED CONCRETE TO MATCH ALPOLIC CHARCOAL</p>		<p>MP-2 METAL PANEL COLOUR 2 PERFORATED ANODISED ALUMINIUM</p>		<p>BRK-2 FACE BRICK TYPE 2 AUSTRAL BRICKS "INDUSTRIAL" CHAR</p>
	<p>AL-1 BLACK MATT POWDERCOATED ALUMINIUM COLOUR 1 WINDOW/DOOR FRAMES (RESI- DENTIAL)</p>		<p>GL-1 GLAZING TYPE 1 CLEAR GLASS (RESIDENTIAL)</p>		<p>PT-1 PAINTED FINISH CFC PANELS ANTIQUUE WHITE USA DULUX PND1</p>
	<p>AL-2 COLORBOND BASALT PREFINISHED METAL FLASH- INGS, TRIMS BLACK MATT POWDERCOATED ALUMINIUM FACADE FINS - COLOUR 1</p>		<p>GL-2 GLAZING TYPE 2 LOW-E GLASS (AS REQUIRED FOR SECTION J COMPLIANCE) (COMMERCIAL)</p>		<p>PT-2 PAINTED FINISH CFC PANELS BUNNINGS GREEN DULUX 87745</p>
	<p>AL-3 FACADE FINS COLOUR 1 ALPOLIC M0586 ALUMINIUM GRAY</p>		<p>GL-3 GLAZING TYPE 3 FLAME RED TINTED GLASS FEATURE ACCENT GLAZING</p>		<p>PT-3 PAINTED FINISH CFC PANELS BUNNINGS RED DULUX 87742</p>
	<p>AL-4 FACADE FINS COLOUR 2 ALPOLIC M7776 MONOTONE SLATE</p>		<p>GL-4 DAMPALON POLYCARBONATE PANELS COLOUR: GREEN</p>		<p>PT-4 PAINTED FINISH CFC PANELS TEAHOUSE DULUX GR23</p>

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COLOUR + MATERIALS BOARD - BUNNINGS DONCASTER



GL-4
DANPALON POLYCARBONATE
PANELS
COLOUR: GREEN



MP-2
METAL PANEL COLOUR 2
PERFORATED ANODISED ALUMINIUM



AL-3
FACADE FINS COLOUR 1
ALPOLIC M0586
ALUMINIUM GRAY



AL-4
FACADE FINS COLOUR 2
ALPOLIC M7776
MONOTONE SLATE

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COLOUR + MATERIALS BOARD - BUNNINGS DONCASTER

639-643 Downcastor Road, Downcastor Development Summary
28/05/10/28

Building Stage 1		Residential Summary		Area Summary (m2)		Parking Summary	
		1 Bedroom	2 Bedroom	Residential	GFA	Residential	Commercial
Level B1							
Level B2							
Level Ground							
Level 1							
Level 2							
Level 3							
Level 4							
Level 5							
Level 6							
Building Stage 1 Total							
		5.2%	4.2%	6728	16420	369	100

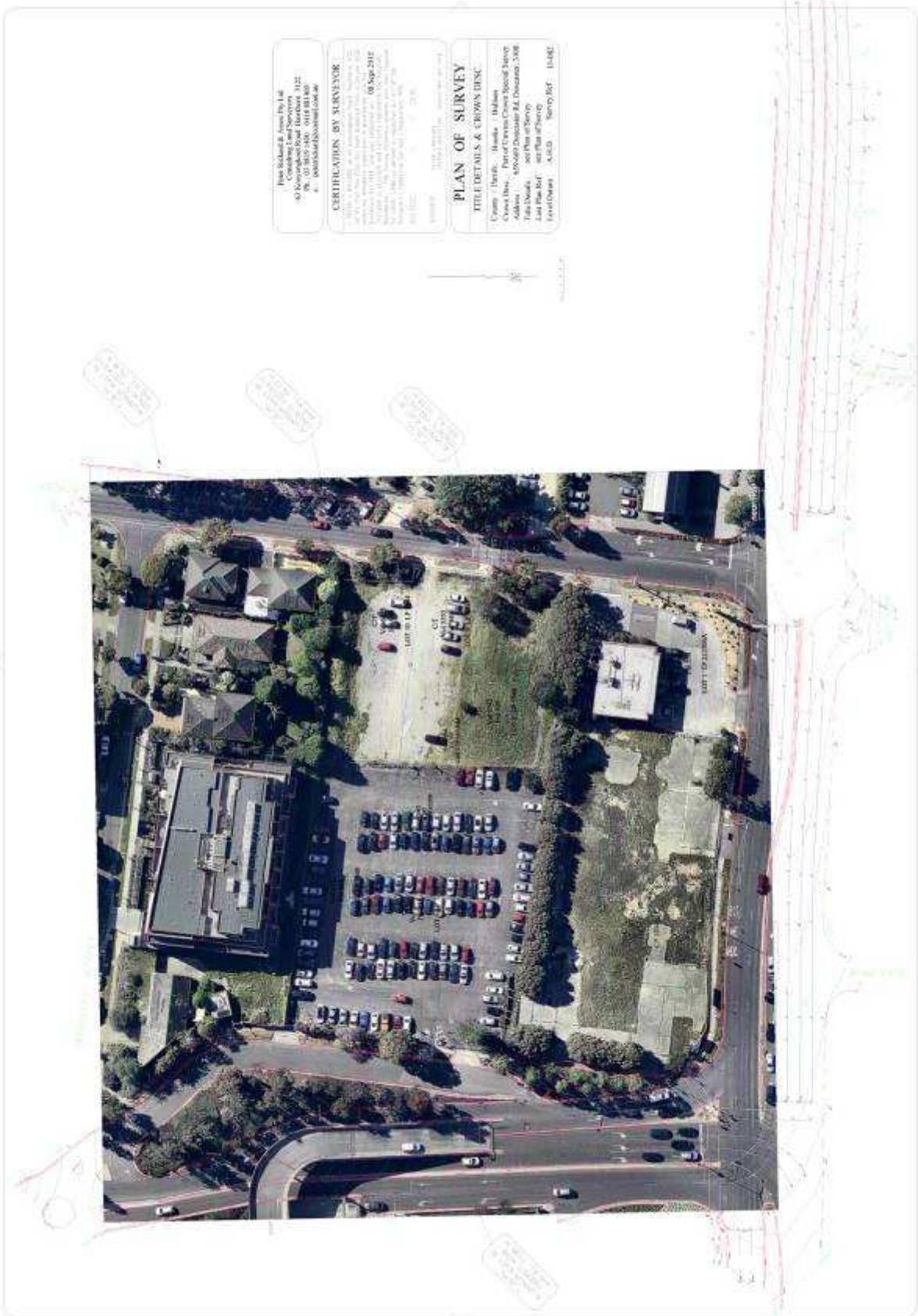
Building Stage 2A		Residential Summary		Area Summary (m2)		Parking Summary	
		1 Bedroom	2 Bedroom	Residential	GFA	Residential	Commercial
Level B1							
Level B2							
Level Ground							
Level 1							
Level 2							
Level 3							
Level 4							
Level 5							
Level 6							
Level 7							
Level 8							
Building Stage 2A Total							
		5.7%	4.3%	6462	8796	283	0

Building Stage 2B		Residential Summary		Area Summary (m2)		Parking Summary	
		1 Bedroom	2 Bedroom	Residential	GFA	Residential	Commercial
Level B1							
Level B2							
Level Ground							
Level 1							
Level 2							
Level 3							
Level 4							
Level 5							
Level 6							
Level 7							
Level 8							
Building Stage 2B Total							
		5.2%	4.7%	5855	8896	35	68

AREA DEFINITIONS:
GFA: The total floor area of a building, measured from the outside of external walls or the outside of party walls, and includes all usable areas.
Net Usable Area (NUA): per Property Council of Australia definition
Net Saleable Area (NSA): per Property Council of Australia definition

Parking Requirements Summary			
Area (m2)	Residential	Commercial	Total
1 for rate 1			
2 for rate 1			
3 for rate 1			
per 100 m2			
NUA			
Building Stage 1			
Building Stage 2A			
Building Stage 2B			
Total			





10. PLANNING & ENVIRONMENT**10.1 Amendment C112 to Manningham Planning Scheme 775-779
Doncaster Road, Doncaster - Removal of Restrictive
Covenant**

Responsible Director: Director Planning & Environment

File No. T16/125

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible director, manager nor the officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to consider a request by Contour Consultants on behalf of Wilman Pty Ltd, for Council to seek Ministerial authorisation to prepare and exhibit an amendment to the Schedule to Clause 52.02 to the Manningham Planning Scheme to remove the restrictive covenants that encumber the land at 775, 777 and 779 Doncaster Road, Doncaster.

The restrictive covenants that currently apply to the abovementioned properties allow for only one dwelling to be constructed on each lot and require the dwellings to be constructed of specified materials.

The properties are located on a main road and are included within the Residential Growth Zone under the provisions of the Manningham Planning Scheme, as well as being affected by the Design and Development Overlay Schedule 8 which contains objectives designating the properties as being suitable for three storey 'apartment style' development.

The proponent argues that the removal of the restrictive covenants would allow for the future development of the land in a manner which is consistent with the current planning controls that apply to the properties, the State Planning Policy Framework, the Local Planning Policy Framework and the Manningham Residential Strategy 2012.

All beneficiaries of the restrictive covenants (approximately 18 properties) would be notified of the exhibition of any Amendment proposing the removal of the covenants.

It is recommended that Council seek authorisation of the Minister for Planning under section 8A of the Planning and Environment Act 1987 to prepare and exhibit a planning scheme amendment to the Manningham Planning Scheme to remove the restrictive covenant as it applies to 775, 777 and 779 Doncaster Road, Doncaster.

1 BACKGROUND

775-779 Doncaster Road, Doncaster

- 1.1 The land affected by the Amendment includes three properties at 775, 777 and 779 Doncaster Road Doncaster, located to the north of Doncaster Road, approximately 160 metres to the west of the Church Road intersection and one kilometre to the east of the intersection of Tram Road and Doncaster Road – refer **Attachment 1**.
- 1.2 The Amendment site comprises three regular size allotments with a total site area of approximately 2,096sqm. Refer **Attachment 2**.
- 1.3 Adjoining properties to the east and west are included within the Residential Growth Zone (Schedule 2) where increased housing densities are specifically encouraged – refer **Attachment 3**.
- 1.4 Adjoining properties to the north are included within the General Residential Zone (Schedule 2).
- 1.5 The subject land and the adjoining land to the north, east and west of the subject site is developed with single detached dwellings.

Restrictive Covenants

- 1.6 Many residential lots in the City of Manningham have titles which contain restrictive covenants. Covenants or restrictions can limit the use and development of the land in various ways, including a restriction that not more than one dwelling may be erected. This is commonly known as a single dwelling covenant.
- 1.7 The covenant is noted on the title and the full details are contained in a separate document called the Instrument of Transfer.
- 1.8 A covenant is not extinguished with the sale of land – the restriction is passed on to each subsequent purchaser (legal beneficiary).
- 1.9 Whilst planning schemes provide more comprehensive and transparent planning controls that guide use and development throughout a municipality, covenant's can still apply and cause issues if a landowner wishes to develop their land, depending on the restriction of the covenant.

Legal beneficiaries

- 1.10 Owners of land within the same subdivision are not all necessarily beneficiaries of a covenant shown on the title for a particular lot. The extent of nearby land owners having the benefit of the covenant is dependent upon the wording of the covenant and the date that each lot was transferred from the parent title.
- 1.11 In the case of the subject proposal the proponent has provided that, in relation to 775-779 Doncaster Road, Doncaster, the land benefited by this restrictive covenant is all the land in Plan of Subdivision No. 54013. The map at **Attachment 4** highlights in pink the sites at 775-779 Doncaster Road, Doncaster and highlights in yellow the balance of the land in Plan of Subdivision No. 54013 which is considered to have the benefit of the restrictive covenants applying to the sites at 775-779 Doncaster Road.

Planning and Environment (Restrictive Covenants) Act 2000

- 1.12 At a general level, the *Restrictive Covenants Act 2000* ensures that restrictive covenants play a larger role in planning decisions about how land is used or developed.
- 1.13 Under the Act, Council is prohibited from granting or amending a permit if anything authorised by the permit or amendment would result in a breach of a registered restrictive covenant. The only exception is if a permit is also granted to allow the removal or variation of the restrictive covenant. In this instance, Council would place a condition on the permit which states that this permit is not to come into effect until the covenant is removed or varied. In the case of a planning application to remove a covenant, if objections are received from beneficiaries objecting to the proposed removal of the covenant, the application must be refused.
- 1.14 Planning application PL15/025524 which was lodged in August 2015, in relation to 775, 777 and 779 Doncaster Road, Doncaster and proposed the removal of the restrictive covenant as it applied to the subject sites. The application was advertised and seven objections were received; three were received from properties that are not legal beneficiaries to the restrictive covenant. Based on Council advice that the application would be refused, the applicant chose to withdraw that application, in December 2015.

Removal of a Covenant

- 1.15 There are three methods available for the variation or removal of a restrictive covenant on the title:
- Pursue the variation or removal through the Supreme Court;
 - Apply for variation or removal via a planning permit; or
 - Apply for an amendment to the Manningham Planning Scheme.
- 1.16 With regard to the planning scheme amendment mechanism, section 6 (2) (g) of the *Planning and Environment Act 1987* provides that a planning scheme may regulate or provide for the removal or variation of a restrictive covenant.
- 1.17 Recent panels have used the following criteria to assess proposals for removal of restrictive covenant proposals via amendments to planning schemes including:
- The purpose of the restrictive covenant;
 - The benefit of the covenant;
 - Changes which have occurred in the character of the neighbourhood and circumstances which impact on the relevance of the covenant;
 - The detrimental impact on the amenity of the neighbouring properties;
 - Consistency with planning policies; and
 - Creation of an undesirable precedent.
- 1.18 The Panel Report for Amendment C50 to the Manningham Planning Scheme (which introduced elements of the Residential Character Guidelines into the Manningham Planning Scheme), responded to a request to remove

restrictive covenants along Doncaster Road. In that instance, submitters indicated that development was inappropriate due to existing covenants on properties in this area.

- 1.19 The Panel Report came to the following conclusions regarding the relevance of restrictive covenants:

“As a general planning principle the Panel does not accept that covenants should override the strategic planning for an area. The broader state and local policies to direct development toward activity centres should be the primary concern of planning provisions. Should private arrangements exist that prevent the implementation of these strategic direction then this is a separate matter that can be addressed in other forums.”

- 1.20 Whilst this conclusion responds to a submission for a separate planning scheme amendment, the same principles would apply to other areas where restrictive covenants apply.

2 PROPOSAL/ISSUE

- 2.1 Amendment C112 seeks to facilitate the removal of the restrictive covenant as it applies to 775 to 779 Doncaster Road, Doncaster by modifying the Schedule to Clause 52.02 of the Manningham Planning Scheme. Upon approval of the Amendment, it will be possible for the owner of each of the lots affected by this Amendment to lodge a plan for certification under section 23 of the *Subdivision Act 1988* showing the restrictive covenants as removed. Upon that plan of subdivision being lodged and registered at the Titles Office, the restrictive covenants affecting each lot will be removed.
- 2.2 The proposed Amendment documentation is included at **Attachment 5**.

3 PRIORITY/TIMING

- 3.1 Subject to Council's endorsement, authorisation will be sought from the Minister for Planning to prepare and exhibit the planning scheme amendment, which will be undertaken in accordance with Ministerial Direction 15.

4 POLICY/PRECEDENT IMPLICATIONS

State Planning Policy Framework (SPPF)

- 4.1 The SPPF identifies principles of land use and development planning relevant to the proposed amendment. The amendment would be consistent with the following:
- Clause 11.02-1 Supply of Urban Land: Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
 - Clause 11.04-2 Housing Choice and Affordability: To reduce the cost of living by increasing housing supply near services and public transport.
 - Clause 16.01-1 Integrated Housing: Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
 - Clause 16.01-2 Location of Residential Development: Encourage higher density housing development on sites that are well located in

relation to activity centres, employment corridors and public transport. Planning should also identify opportunities for increased residential densities to help consolidate urban areas.

Local Planning Policy Framework (LPPF)

- 4.2 The proposal would also be responsive to the applicable provisions set out within the Municipal Strategic Statement, namely Clauses 21.04 and 21.05, which identifies the subjects sites as being located along a main road within 'precinct 2' and thus suitable for a '*substantial level of change....with these areas being a focus for higher density developments.*'
- 4.3 This is further reinforced by the *Manningham Residential Strategy (2012)*, identified as a reference document under Clause 21.05, which designates land immediately adjacent to Doncaster Road as being suitable for '*substantial change*'.

Zoning

- 4.4 The subject land is included within the Residential Growth Zone Schedule 2 pursuant to the provisions of the Manningham Planning Scheme.
- 4.5 The purpose of the Residential Growth Zone is:
- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - To provide housing at increased densities in buildings up to and including four storey buildings.
 - To encourage a diversity of housing types in locations offering good access to services and transport including activities areas.
 - To encourage a scale of development that provides a transition between areas of more intensive use and development and areas of restricted housing growth.
 - To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.
- 4.6 Schedule 2 to the Residential Growth Zone is specific to residential areas along main roads. The Schedule does not vary any of the requirements of the zone and no maximum building height is specified.
- 4.7 The sites affected by the amendment are located within a zone that encourages higher density residential development.

Design and Development Overlay Schedule 8

- 4.8 The subject sites are also affected by the Design and Development Overlay Schedule 8, Area 1 (DDO8 – 1) pursuant to the provisions of the Manningham Planning Scheme.
- 4.9 Schedule 8 specifically relates to 'residential areas surrounding activity centres and along main roads'. The schedule includes interalia, the following relevant design objectives as applicable to the 'Main Road sub-precinct' within which the sites are located:

- To increase residential densities and provide a range of housing types around activity centres and along main roads.
- To support three story 'apartment style' developments within the Main Road sub-precinct and in sub-precinct A, where the minimum land size can be achieved.

- 4.10 Within DDO8-1 (Main Road) sub precinct as applicable to the subject sites, the following controls apply:

Maximum Building Height

11 metres, provided the condition regarding minimum land size is met. The maximum building height is not mandatory within this precinct.

Condition regarding minimum land size

A minimum land size of 1,800 sqm, which must be all in the same sub-precinct. Where the land comprises more than one lot, the lots must be consecutive lots which are side by side and have a shared frontage.

- 4.11 DDO8-1 (Main Road) has been applied to facilitate higher residential densities, more specifically three storey 'apartment style' developments within the Main Road sub-precinct.

5 CUSTOMER/COMMUNITY IMPACT

- 5.1 The broader community, in particular the beneficiaries to the restrictive covenant will have the opportunity to comment on the proposed removal of the covenants and make submissions during the exhibition of the amendment. In addition, any subsequent planning application for development of the subject sites would also be advertised.

6 FINANCIAL RESOURCE IMPLICATIONS

- 6.1 Planning Scheme amendments are prepared and administered by the Economic and Environmental Planning Unit. The proponent of the Amendment will meet the costs of the amendment process in accordance with the *Planning and Environment (Fees) Regulations 2000*, including any fees associated with a panel hearing.

7 SUSTAINABILITY

- 7.1 It is considered that:

- the Amendment would have positive social and economic effects by allowing for the removal of existing restrictive covenants which currently limits, among other things, the subject properties from accommodating more than one dwelling on a lot.
- the Amendment would facilitate development opportunities to fulfil the objectives of the *Manningham Residential Strategy (2012)* and the planning provisions that apply to the subject properties.
- the Amendment would be unlikely to have any negative environmental effects.

8 CONSULTATION

- 8.1 Before consulting with the community, Council is required to seek authorisation from the Minister for Planning to prepare and exhibit the proposed planning scheme amendment. The Amendment would be exhibited for four weeks. Consultation is proposed to include direct notification to the owners and occupiers of the properties identified as benefiting from the restrictive covenant.
- 8.2 Following the exhibition period, Council would consider any submissions received and decide whether to adopt the Amendment with or without changes, to refer the submissions to an Independent Panel appointed by the Minister for Planning, or to abandon the Amendment. If Council refers the submissions to a Panel, that Panel would consider the submissions and make recommendations to Council in relation to the submissions.

9 CONCLUSION

- 9.1 It is considered the proposed Amendment has a sound strategic basis and is supported by the SSPF and LPPF, the *Manningham Residential Strategy (2012)* and the objectives of the zone and overlays that apply to the subject sites, all of which encourage higher density housing in this location.
- 9.2 On this basis, it is recommended that Council seek authorisation from the Minister for Planning under section 8A of the *Planning and Environment Act 1987* to prepare and exhibit an amendment to the Manningham Planning Scheme to amend the schedule to Clause 52.02 to remove the restrictive covenants as they apply to 775, 777 and 779 Doncaster Road, Doncaster.

OFFICER'S RECOMMENDATION

That Council:

- (A) **Seeks authorisation from the Minister for Planning under section 8A of the *Planning and Environment Act 1987* to prepare and exhibit an amendment to the Schedule to Clause 52.02 to the Manningham Planning Scheme to remove the restrictive covenants that apply to the land at 775, 777 and 779 Doncaster Road, Doncaster, generally in accordance with Attachment 5.**
- (B) **Subject to authorisation being granted by the Minister for Planning, resolves to place Amendment C112 on public exhibition for a period of four weeks.**

**MOVED: O'BRIEN
SECONDED: GRIVOKOSTOPOULOS**

That the Recommendation be adopted.

CARRIED

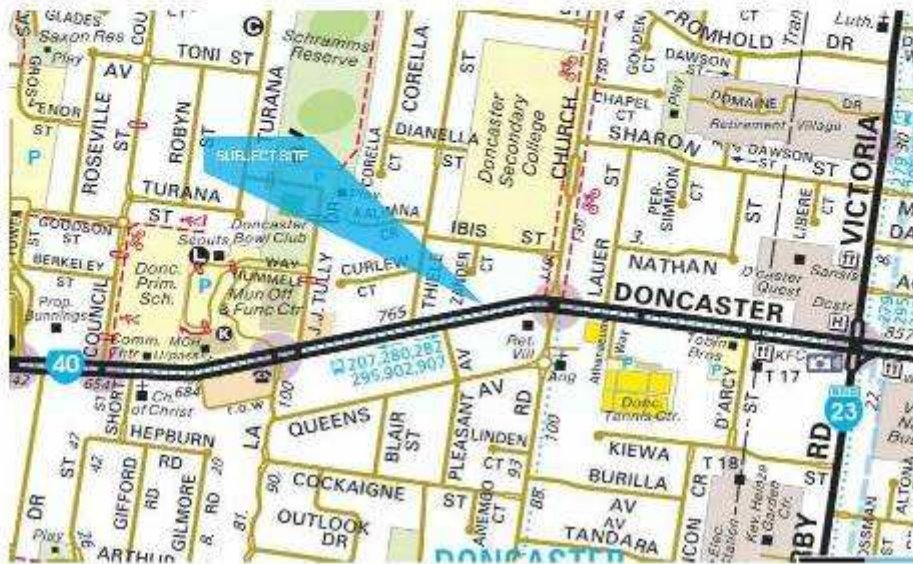
"Refer Attachments"

ATTACHMENT 1	Subject sites – Location plan
ATTACHMENT 2	Subject sites – Aerial photo
ATTACHMENT 3	Zoning plan
ATTACHMENT 4	Plan showing legal beneficiaries to restrictive covenant
ATTACHMENT 5	Amendment documentation

* * * * *

Attachment 1

LOCATION PLAN – AMENDMENT C112 - 775-779 DONCASTER ROAD
DONCASTER



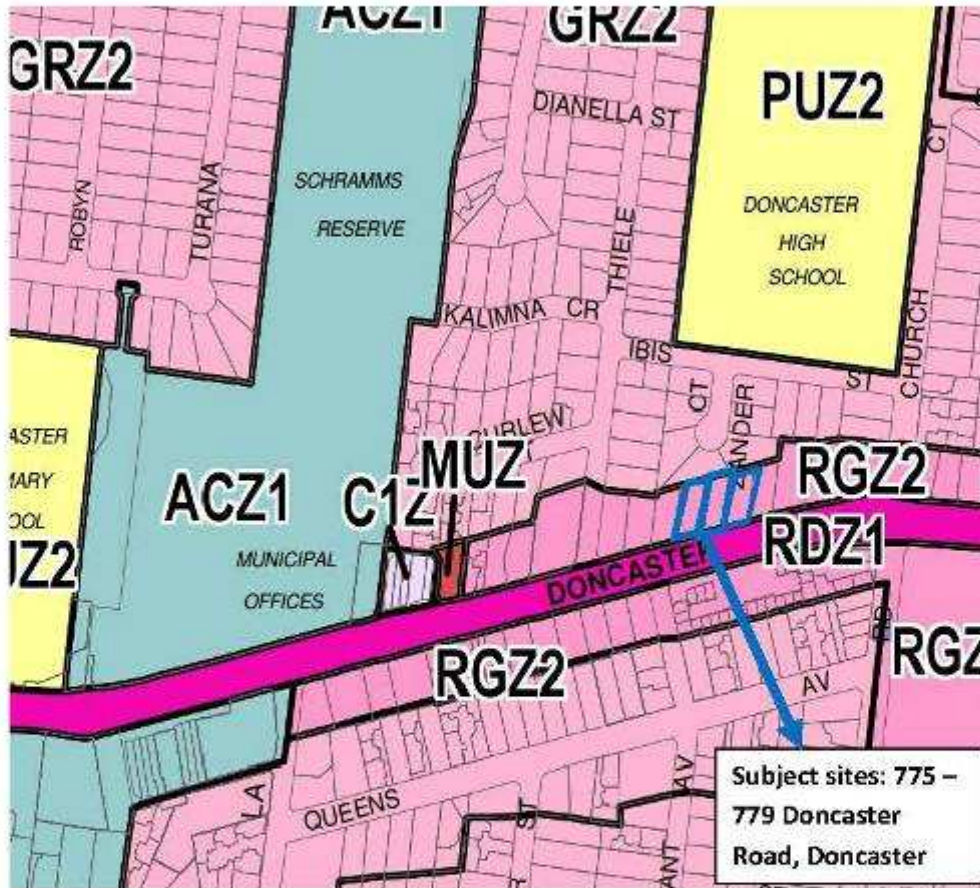
Attachment 2

AERIAL PHOTOGRAPH – AMENDMENT C112 - 775-779 DONCASTER ROAD
DONCASTER



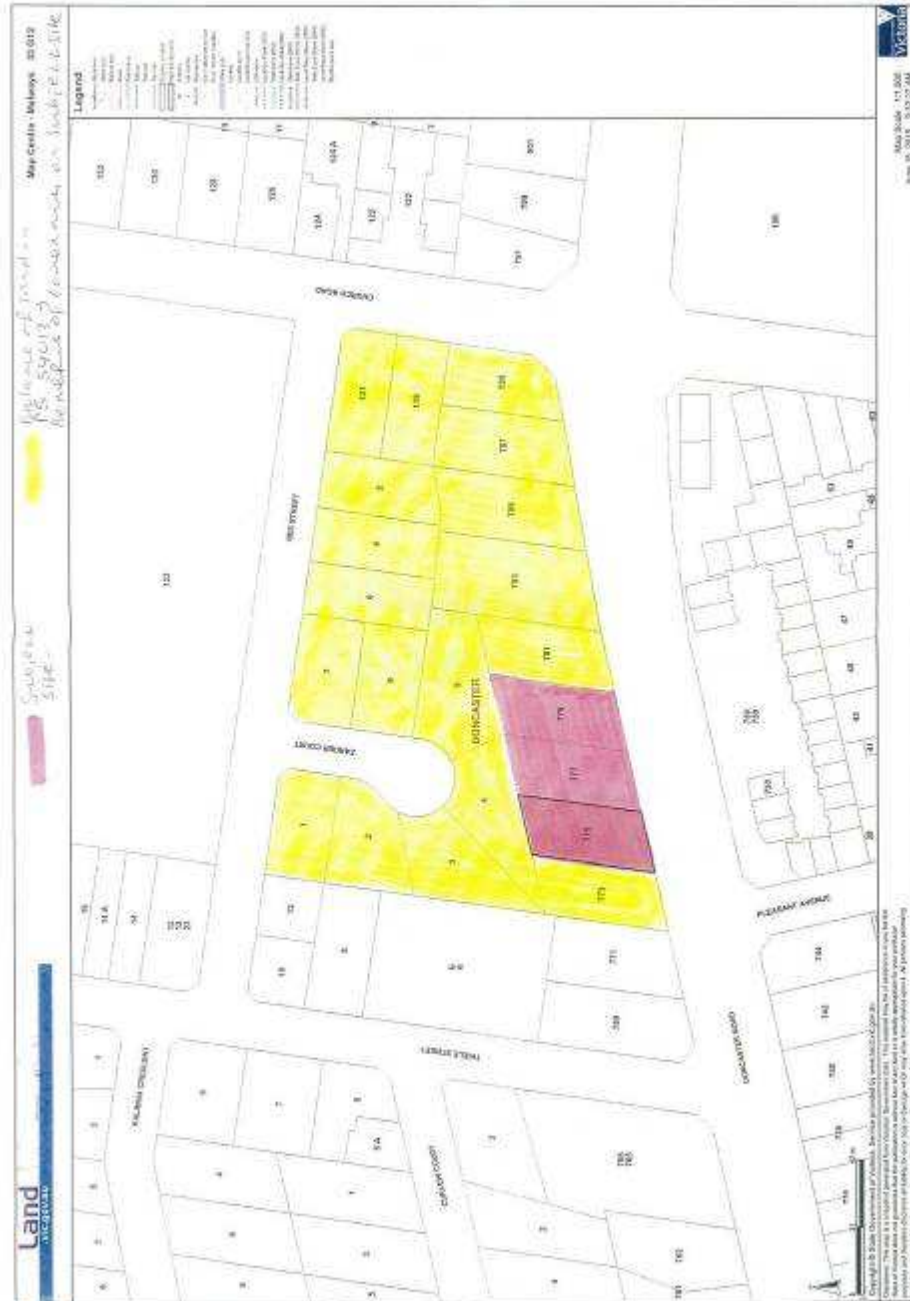
Attachment 3

ZONING PLAN – AMENDMENT C112 - 775-779 DONCASTER ROAD
DONCASTER



Attachment 4

ATTACHMENT 4 – Plan showing legal beneficiaries to restrictive covenant



Attachment 5

Planning and Environment Act 1987

MANNINGHAM PLANNING SCHEME**AMENDMENT C112****EXPLANATORY REPORT****Who is the planning authority?**

This amendment has been prepared by the Manningham City Council as the planning authority for this amendment.

The Amendment has been made at the request of Wilman Pty Ltd.

Land affected by the Amendment

The Amendment applies to the following properties, being the land described as:

- 775 Doncaster Road, Doncaster (Lot 20 on Plan of Subdivision 54013 Certificate of Title Volume 8308 Folio 572)
- 777 Doncaster Road, Doncaster (Lot 19 on Plan of Subdivision 54013 Certificate of Title Volume 8308 Folio 571)
- 779 Doncaster Road, Doncaster (Lot 18 on Plan of Subdivision 54013 Certificate of Title Volume 8308 Folio 570)

What the amendment does

All of the lots to which the Amendment applies are subject to a restrictive covenant which allows only one dwelling with outhouses and garage on each lot and requires the dwellings to be constructed of only specified materials.

The Amendment seeks to facilitate the removal of the restrictive covenant from each of the lots to which the Amendment applies by modifying the Schedule to Clause 52.02 of the Manningham Planning Scheme. Consequently, it will be possible for the owner of each of the lots affected by this Amendment to lodge a plan of removal of restriction for certification under Section 23 of the *Subdivision Act 1988* showing the restrictive covenants as removed. Upon that plan of subdivision being lodged and registered at the Titles Office, the restrictive covenants affecting each lot will be removed.

Strategic assessment of the Amendment**Why is the Amendment required?**

Amendment C112 is required to remove the restrictive covenants from 775, 777 and 779 Doncaster Road, Doncaster, to enable the subject properties to be developed in accordance with the planning scheme controls that apply to the property and to facilitate development consistent with the vision of the *Manningham Residential Strategy (March 2012)* which is a reference document in the Manningham Planning Scheme.

How does the Amendment implement the objectives of planning in Victoria?

Amendment C112 is consistent with the objectives of planning in the *Planning and Environment Act 1987*. The amendment seeks to facilitate the removal of a restrictive covenant from the subject properties to enable development in accordance with the vision of

the *Manningham Residential Strategy (March 2012)* and the planning provisions that apply to the subject land.

Clause (1) of Section 4 of the *Planning and Environment Act 1987* outlines the objectives of planning in Victoria. The relevant objectives are:

- (a) 'to provide for the fair, orderly, economic and sustainable use, and development of land;'
- (g) 'to balance the present and future needs of all Victorians;'

Clause (2) outlines the objectives of the planning framework established by the Act. The relevant objectives are:

- (a) 'to ensure sound, strategic planning and co-ordinated action at State, regional and municipal levels;...'
- (e) 'to facilitate development which achieves the objectives of planning in Victoria and planning objectives set up in planning schemes.'
- (g) 'to encourage the achievement of planning objectives through positive actions by responsible authorities and planning authorities.'

How does the Amendment address any environmental, social and economic effects?

The amendment will have positive social and economic effects by allowing for the removal of existing restrictive covenants which currently limits, among other things, the subject properties to accommodating only one dwelling on a lot.

The amendment facilitates development opportunities to fulfil the objectives of the *Manningham Residential Strategy (March 2012)* and the planning provisions that apply to the subject properties.

The amendment is not anticipated to have any negative environmental effects.

Does the Amendment address relevant bushfire risk?

The amendment applies to land in an established urban area and bushfire risk is not relevant in this instance.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is affected by Ministerial Directions No. 9 Metropolitan Strategy and Direction No.11 Strategic Assessment of Amendments. This amendment meets the requirements of both these Directions.

Ministerial Direction No. 9 Metropolitan Strategy relates to *Plan Melbourne – Metropolitan Planning Strategy*.

Specifically, Plan Melbourne identifies that Melbourne has grown rapidly over the past decade and that by 2061, the city's population could be 7.7 million, requiring approximately 1.6 million additional dwellings. Within the eastern sub-region, including the City of Manningham, an estimated 80,000 to 110,000 additional dwellings are anticipated to be required by 2031.

A key aspect of the strategy is that the provision of medium and high density development is to be directed closer to services and jobs. Furthermore, Plan Melbourne seeks to make 'better use of existing assets' which includes redeveloping underutilised and well-located

urban areas to house more people and create opportunities for new investment in businesses and services.

This amendment will provide the opportunity for multiple dwellings on the subject sites. This is considered to be appropriate as the sites are already ear-marked for 'substantial change' by virtue of their location within a Residential Growth Zone with direct access to an arterial road (Doncaster Road). Further, the sites are located within a Design and Development Overlay that specifically encourages increased residential densities in locations with these attributes. The removal of the restrictive covenants will allow for the objectives of these planning controls to be realised by permitting opportunities for multiple dwellings on these sites as well as providing a range of housing options as identified in Plan Melbourne.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The State Planning Policy Framework (SPPF) identifies principles of land use and development planning relevant to the current amendment. The amendment is consistent with the following:

- Clause 11 Settlement: Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.
- Clause 11.02-1 Supply of Urban Land: Planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- Clause 11.04-2 Housing Choice and Affordability: To reduce the cost of living by increasing housing supply near services and public transport.
- Clause 16.01-1 Integrated Housing: Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
- Clause 16.01-2 Location of Residential Development: Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport. Planning should also identify opportunities for increased residential densities to help consolidate urban areas.
- Clause 17.01-1 Business: To encourage developments which meet the community's need for retail, entertainment, office and other commercial services and provide net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment is consistent with the objectives and strategies outlined in the Local Planning Policy Framework (LPPF) of the Manningham Planning Scheme. In particular:

- Clause 21.03 Key Influences: encourages higher density housing in close proximity to activity centres, major roads and transport routes that address changing demographic needs.

- Clause 21.04 Vision – Strategic Framework: depicts the subject sites, alongside other sites along Doncaster Road, as being a preferred location for medium and higher density housing.
- Clause 21.05-2 Housing: identifies that a substantial level of change is anticipated in Precinct 2, which applies to the subject sites, with these areas being a focus for higher density development.

The removal of the restrictive covenants will allow for a greater density and diversity of housing opportunities for the sites as envisaged by the LPPF.

Does the Amendment make proper use of the Victoria Planning Provisions?

Amendment C112 makes proper use of the Victoria Planning Provisions.

How does the Amendment address the views of any relevant agency?

The exhibition of the amendment will provide the opportunity for relevant agencies to comment on the amendment. The amendment does not propose to create any new referral authority or referral requirements. Additionally, all interested people and parties will have the opportunity to comment and make submissions through the statutory exhibition process.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will not have a significant impact on or undermine the functionality of the existing transport system.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will not have a noticeable impact on the resource and administrative costs of the responsible authority.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Manningham City Council
699 Doncaster Road, Doncaster

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by **[insert submissions due date]**.

A submission must be sent to:

Manningham City Council, Strategic Planning Department

PO Box 1, Doncaster, Victoria 3108

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date]
- panel hearing: [insert panel hearing date]

Planning and Environment Act 1987

MANNINGHAM PLANNING SCHEME

AMENDMENT C112

INSTRUCTION SHEET

The planning authority for this amendment is the Manningham City Council.

The Manningham Planning Scheme is amended as follows:

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In Particular Provisions – Clause 52.02, replace the Schedule with a new Schedule in the form of the attached document.

End of document

DRAFT

MANNINGHAM PLANNING SCHEME

J.100
Proposed
C*

SCHEDULE TO CLAUSE 52.02

1.0

Under Section 23 of the Subdivision Act 1988

J.100
Proposed
C*

Land	Easement or restriction	Requirement
9 Murrall Drive, Donvale being Lot 1 LP 115808 and being the land described in Certificate of Title Volume 9176 Folio 633 and 11-13 Murrall Drive, Donvale being Lot 2 LP 115808 and being the land described in Certificate of Title Volume 9193 Folio 088	The restriction contained in instrument of transfer Number E885405 dated 20 June 1973	Vary by deleting "other than a single dwelling house with outbuildings and" and deleting "single" before the word "dwelling"
9 Tidcombe Crescent, Doncaster East being Lot 42 LP 145759 and being the land described in Certificate of Title Volume 9610 Folio 334	The restrictions contained in instrument of transfer Number L912396H registered on 30 September 1985	Vary by deleting paragraph 1
16 Hepburn Road, Doncaster being Lot 10 PS 056685 and further being the land described in Certificate of Title Volume 08458 Folio 832	The restriction contained in instrument of transfer Number B729113	The whole of the restriction is authorised for removal
18 Hepburn Road, Doncaster being Lot 9 PS 056685 and further being the land described in Certificate of Title Volume 08420 Folio 975	The restriction contained in instrument of transfer Number B416060	The whole of the restriction is authorised for removal
20 Hepburn Road, Doncaster being Lot 4 PS 056685 and further being the land described in Certificate of Title Volume 08420 Folio 970	The restriction contained in instrument of transfer Number B416119	The whole of the restriction is authorised for removal
22 Hepburn Road, Doncaster being Lot 5 PS 056685 and further being the land described in Certificate of Title Volume 08420 Folio 971	The restriction contained in instrument of transfer Number B416077	The whole of the restriction is authorised for removal

MANNINGHAM PLANNING SCHEME

Land	Easement or restriction	Requirement
24 Hepburn Road, Doncaster being Lot 6 PS 056685 and further being the land described in Certificate of Title Volume 08420 Folio 972	The restriction contained in instrument of transfer Number C687853	The whole of the restriction is authorised for removal
1 Short Street, Doncaster being Lot 3 PS 056685 and further being the land described in Certificate of Title Volume 08420 Folio 969	The restriction contained in instrument of transfer Number B531223	The whole of the restriction is authorised for removal
775 Doncaster Road, Doncaster being Lot 20 on PS 54013 and further being the land described in Certificate of Title Volume 8308 Folio 572	The restriction contained in instrument of transfer Number B718174	The whole of the restriction is authorised for removal
777 Doncaster Road, Doncaster being Lot 19 on PS 54013 and further being the land described in Certificate of Title Volume 8308 Folio 571	The restriction contained in instrument of transfer Number B399468	The whole of the restriction is authorised for removal
779 Doncaster Road, Doncaster being Lot 18 on PS 54013 and further being the land described in Certificate of Title Volume 8308 Folio 570	The restriction contained in instrument of transfer Number B707395	The whole of the restriction is authorised for removal

2.0 Under Section 24A of the Subdivision Act 1988J/20
Proposed C*

Land	Person	Action
None specified		

3.0 Under Section 36 of the Subdivision Act 1988J/20
Proposed C*

Land	Easement or right of way	Requirement
None specified		

10.2 Koonung Park - Management Plan Endorsement

Responsible Director: Director Planning & Environment

File No. T16/143

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to consider submissions received in response to the exhibition of the draft Koonung Park Management Plan during May /June 2016.

The draft Koonung Park Management Plan, which includes recommendations for the Park's future use, development and management, was on public exhibition for a four week period, 6 May – 6 June 2016. A total of 23 submissions have been received.

The key comments received through the public exhibition period include:

- *Disappointment that the number of cricket training nets available to the public is being reduced from two to one.*
- *Concern that the new initiatives planned for the Park are exclusively benefitting the sports clubs at the expense of the community.*
- *Comments that the three tennis courts are all well utilised with the third court being the most popular playing surface and requests to retain all three for tennis.*
- *Requests to add basketball and netball as new activities to participate.*
- *Ideas for the new playground and requests to add a picnic shelter to the adjacent barbecue and picnic area.*

Council officers have recommended some changes to the Management Plan in response to community feedback (Refer Attachment 3). This report seeks Council endorsement of the draft Koonung Park Management Plan with those recommended changes.

1 BACKGROUND

- 1.1 Koonung Park is owned by Manningham City Council. It has an area of approximately 3.5 hectares and is located at Furneaux Grove, Bulleen on the southern boundary of the municipality, adjacent to Koonung Creek Linear Park.
- 1.2 Existing facilities at the Park include one sportsground used for cricket and football, three community tennis courts, Koonarra Hall (for hire), a playground and exercise equipment. It also includes a sports pavilion, carpark and public toilets. Significant River Red Gums are also an important feature of the Park.
- 1.3 The Park is located within one of the most populated residential communities in Manningham. It is identified in Council's *Open Space Strategy 2014* as a district reserve with an important function in Manningham's open space network as a sporting and recreation facility. It is one of the larger and more picturesque reserves in the Bolin Bolin precinct.

- 1.4 The Open Space Strategy identifies that residents east of Bulleen Road do not have ideal access to larger areas of open space. The Strategy recommends that reserves in this precinct should be upgraded to a higher standard than average, with quality facilities accessible to the community, so as to offset the impact of large open space gaps in this precinct.
- 1.5 There are few opportunities to provide additional land for open space purposes in this area south of Manningham Road therefore, Council needs to plan carefully with their current areas of open space.
- 1.6 The key stakeholders at Koonung Park are:
- Bulleen Cricket Club
 - Manningham Cobras Football Club (Australian Rules)
 - Koonarra Hall regular and casual hirers
 - Users of free community tennis courts
 - Local residents.
- 1.7 A draft management plan (the first for the Park) was developed having regard to feedback received following consultation with user groups and the community during 2015.
- 1.8 Key actions outlined in the draft management plan include:
- New landscaping and planting throughout the Park.
 - Creating new paths to improve access to community facilities.
 - Installing three new synthetic cricket training nets that are enclosed, lockable and available for club use only, plus one training net that is accessible to the community.
 - Installing cyclone mesh fence around the sportsground.
 - Installing protective netting behind northern goals (near the car park).
 - Providing options for the management of the community tennis courts.
 - Improvements to the car park.
 - An upgrade to the playground.
- 1.9 The draft Koonung Park Management Plan (Attachment 1) was on public exhibition for a four week period from 6 May to 6 June 2016.

2 PROPOSAL/ISSUE

- 2.1 A total of 24 submissions have been received in relation to the draft Management Plan, including 21 from local residents, and one each from the Bulleen Cricket Club, the Probus Club of Doncaster and advice from United Energy.
- 2.2 The submissions are listed in the table included as Attachment 3 and an officer response together with any recommended changes to the draft Plan are also included.
- 2.3 In response to the issues raised in the submissions, seven changes are recommended to the draft Plan and clarification is required in four other areas. These are described below.

Change Numbers 1 and 10 – Cricket practice nets

- 2.4 A change is recommended to the cricket practice nets facility to allow full usage by the community for the four nets. This new facility would be funded and maintained by Council. Extra storage for the cricket club is still proposed to be included as part of this facility.
- 2.5 The draft Plan proposed to reduce the number of cricket nets available for community use from two nets to one net. The location of the new cricket nets is proposed on the site of one of the old tennis courts. This will separate the sporting facilities from the informal recreation activities (playground, exercise equipment and barbecue area) on the western side of the Park. The cricket facility proposed in the draft Plan includes three locked nets (for cricket club use only) and one cricket net open to the community. Feedback suggests that the community cricket nets are well utilised over the school holidays and in summer. The community's perception is a loss of access to public facilities at the expense of the cricket club gaining exclusive use of a new cricket facility.
- 2.6 The cricket club's feedback is that they wish to retain the existing nets in addition to the new cricket net facility. The Plan already increases the number of synthetic practice nets from two to four. The cricket club proposal would provide six synthetic practice nets. The four new nets are considered sufficient to meet the demands of the club. Therefore no change is recommended to proposal in the draft plan to remove the old cricket nets.

Changes Numbers 2, 4, 6 and 9 - Tennis courts

- 2.7 In response to community feedback it is proposed that tennis be retained on all three of the courts, that futsal soccer be retained on the third court and that basketball and netball rings be provided at the top two courts.
- 2.8 The three tennis courts are a popular and well used asset. The draft Plan proposed to retain tennis on the top two courts only and convert the third court to other multi use activities. Recent feedback suggests that all three tennis courts are well used and the synthetic grass surface of the third court is especially popular in wet weather and a better playing surface.
- 2.9 There were also requests for informal soccer (goals), netball and basketball. The Koonarra tennis courts provide a great opportunity to provide multi use activities for the community, so it recommended that the Plan be changed to enable multi use of all courts with basketball, netball and tennis on the top two courts and futsal soccer and tennis on the third court.
- 2.10 Feedback from the consultation process suggests that at least one group who hires Koonarra Hall has been regularly using the tennis court floodlights. There is no maintenance being undertaken of these lights and there is no system in place for tennis court users to pay for the cost of lights. A 2016 external audit states that the poles and fixtures are in poor condition and recommends that the existing system be decommissioned to ensure no further use.
- 2.11 There is no change in the recommendation to remove the tennis court flood lights. A large capital investment is required to replace the lights with a new system and it is proposed to remove floodlights from the two courts. Two of these poles are poorly located in a pathway and in the carpark. While no change is recommended to the Plan, clarification is required that the lights are working and have been in use by at least one group.

In contradiction to Council's club based model, private tennis coaches are earning an income from the courts without outlaying any costs for usage or

infrastructure. Clarification is required that the long term recommendation of exploring options for use and management would be undertaken through an expressions of interest (EOI) process with the intention to assist community based clubs maximise potential for their programs that are currently capped at their existing club facility. The EOI would not be available for private coaches.

Change Number 3 - Screening of bins

- 2.12 It is recommended that the draft Plan be amended to show screen planting of the rubbish bins and switchboard on Furneaux Grove.
- 2.13 As a result of consolidating the park into two titles a new switchboard was recently installed on Furneaux Grove as part of the new sportsground flood lights. Along with the rubbish bins nearby, this is now an unattractive entrance to the Park and requires screening.

Change Numbers 5 and 7 - Picnic Shelter and BBQ

- 2.14 Some residents have requested some shelter at the barbecue area and Council's *Urban and Park Design Guidelines* specify that a simple shelter is appropriate in this situation.
- 2.15 Clarification that the barbeques next to the pavilion will be retained.

Change Numbers 8 – Opens Space and Landscape

- 2.16 Clarification of species and heritage value of vegetation proposed for removal.

Change Number 11 - Electronic scoreboard

- 2.17 It is recommended that the proposed electronic scoreboard be relocated onto the property title that contains the power supply in accordance with further advice from the service authority.

3 PRIORITY/TIMING

- 3.1 To date, there has not been a management plan for Koonung Park. It is timely to coordinate planning for facilities to ensure a balance is achieved for the community to have continued access to infrastructure and facilities.

4 POLICY/PRECEDENT IMPLICATIONS

- 4.1 Relevant Council strategies considered in preparation of the draft Plan include the *Open Space Strategy 2014*, *Active For Life Recreation Strategy 2010*, *Manningham Tennis Strategy 2003*, *Manningham Urban and Park Design Guidelines 2010* and the *Outdoor Sports Infrastructure Guidelines 2015*.

5 CUSTOMER/COMMUNITY IMPACT

- 5.1 The impact on the community for the changes made to the draft Management Plan as a result of May 2016 consultation includes retaining three courts for tennis.
- 5.2 This will have a positive impact on the community, especially those who have a preference for playing tennis on the synthetic grass surface on the third court. However, converting the three tennis courts areas to multi use will be a change for the community when on occasions, the top two courts will be in use for basketball and/ or netball.

- 5.3 Converting the three tennis courts to multi use with the addition of basketball/netball on the top two courts will provide more active recreation opportunities for the community. Feedback from recent consultation suggests the community's perception was that traditional male dominated sports were being catered for at the expense of activities that are also popular with girls. Basketball and netball will mainly be in use during the school holidays and early evenings over the summer months.
- 5.4 Overall, the impact of the proposed multi use courts will be an increase in the number of people using the Park giving a greater perception of increased safety for the local community.
- 5.5 Koonarra Hall hirers who use the lower tennis court for party activities will not be affected as they can continue to do this on a 'first come first served' basis with other tennis court users.
- 5.6 Council has not been maintaining the tennis court lights and has only been made aware that the floodlights have been in use by a group who hires Koonarra Hall (without paying for the cost). This group will be impacted over the winter months without the use of the lights available to them any longer.
- 5.7 Increasing the number of cricket nets open to the public from one to four will have a positive impact on the community. Recent consultation suggests the community's perception with the proposed 'locked' nets, was that the cricket club was being favoured over private use at the expense of the local community.
- 5.8 As per all tenant agreements, the cricket club will have first preference with these facilities during their nominated times of use. The proposed changes have been discussed with Bulleen Cricket Club. Council will now be maintaining all of these training nets so there isn't any anticipated negative impact to the club with the change in community accessibility to the proposed new cricket nets.
- 5.9 Screen planting the switchboard and rubbish bins that are visible from Furneaux Grove will improve the main entrance for visitors to the Park and residents living on Furneaux Grove.
- 5.10 The location of the existing scoreboard is visually prominent from Furneaux Grove, the main access to the Park. The relocation of the scoreboard (most likely to the western side of the sports ground) will visually be a positive impact on the community as it will be a less obtrusive sight. There is no anticipated functional impact on the relocation of the scoreboard.
- 5.11 More generally, the adoption of a Management Plan for Koonung Reserve will benefit the community by improving the facilities and amenity of the Park and providing for a range of facilities, services and open space areas with a range of uses and purposes, with benefits for the physical and psychological health of the community.

6 FINANCIAL RESOURCE IMPLICATIONS

- 6.1 The indicative ten year capital works program does not have any funds allocated to commence implementation of the Management Plan. Once the draft Plan is endorsed by Council a Capital Works Business Case will be prepared. The total cost of the Plan, with the changes recommended, will be \$494,000 which is an additional \$27,500 compared to the exhibited Plan.
- 6.2 The impacts of changes include:

- Increase scope of the paving area in front of the pavilion and the access path between this area and the new cricket nets (Balwyn Road).
- The cost of two basketball rings and two netball rings, which could be installed as part of the tennis court replacement fencing.
- The cost of the picnic shelter in the barbecue area is included as part of the Neighbourhood Parks Development program and has no impact on this Management Plan budget.
- The difference in cost of the modified cricket nets is negligible. However, the ongoing maintenance of the cricket nets will be Council's responsibility; the main concern being potential damage to the nets as a result of vandalism. There are no recent records of cricket nets in Manningham that are open to the public being vandalised.

7 REGIONAL/STRATEGIC IMPLICATIONS

- 7.1 The cricket club and football club both play in local competitions. There are no regional implications with the cricket club. The football club currently also plays at a low competition level but the Yarra Junior Football League has financially contributed to the new floodlight infrastructure and it is anticipated the ground will be used more for girls' competition in the future.
- 7.2 There are no regional or strategic implications associated with the recommended changes to the draft Plan following public exhibition.

8 CONSULTATION

- 8.1 Preliminary consultation was undertaken in November 2015 with the two sports clubs and via a survey mailed to 467 local residents; this formed the basis of the draft Management Plan.
- 8.2 The draft Management Plan went on public exhibition from 6 May to 6 June 2016. The Master Plan and information about making a submission was mailed to the same 467 residents as per the initial consultation (refer Attachment 2). In addition, advertisements were placed in the Leader newspaper, Council's Facebook page and website, a media release was prepared, copies of the draft plan were made available at each library and Council's customer service counter and signs were placed around Koonung Park. The draft Management Plan was also widely distributed to Council officers for comment.
- 8.3 Twenty three submissions were received from the community which are detailed in Attachment 3.

9 COMMUNICATIONS STRATEGY

- 9.1 Tenants will be notified and sent a copy of the final Plan when it is endorsed by Council.
- 9.2 All submitters will be notified of Council's decision.

10 CONCLUSION

- 10.1 Following consideration of the submissions received in response to the public exhibition of the draft Koonung Park Management Plan, it is proposed that the following changes be made to the Plan prior to its endorsement by Council:

1. The proposed four new cricket nets to allow full community access when not in use by the cricket club;
2. The three tennis courts to be retained to play tennis and other activities to make the area multi use;
3. Basketball and netball rings to be added to the two top tennis courts as part of the multi use area and futsal retained on the third court;
4. Electronic scoreboard to be relocated on to the property title that contains the power supply;
5. Rubbish bins and switchboard on Furneaux Grove to be screen planted; and
6. A picnic shelter is added to the barbecue area.
7. Additional information to clarify issues in the Management Plan.

OFFICER'S RECOMMENDATION

That Council:

- (A) Notes the submissions to the draft Koonung Park Management Plan.**
- (B) Endorses the Koonung Park Management Plan with the changes and clarifications identified in Attachment 3 to this report.**
- (C) Notifies all submitters of Council's decision and places the final Koonung Park Management Plan on Council's website.**
- (D) Notes that a Capital Works Business Case is to be prepared for implementation of the actions including in the Koonung Reserve Management Plan for consideration in the 2017/18 budget and subsequent budgets.**

**MOVED: O'BRIEN
SECONDED: GALBALLY**

That the Recommendation be adopted with Koonung Park being substituted for Koonung Reserve in part (D) of the recommendation.

CARRIED

"Refer Attachments"

Attachment 1 – Draft Koonung Park Management Plan
Attachment 2 – Flyer sent to residents for public consultation
Attachment 3 – Submitters' Table

* * * * *

ATTACHMENT 1

MANNINGHAM CITY COUNCIL

Draft Koonung Park Management Plan

July 2016



PROPOSED CHANGES

Executive Summary

Koonung Park is located in Bulleen and is 3.5 hectares in size and adjacent to Koonung Creek Linear Park with street frontages to Kampman Street, Furneaux Grove and Bulleen Road.

Koonung Park is identified in the Manningham Open Space Strategy as a district reserve with an important function in Manningham's open space network as a sporting and recreation facility.

Manningham City Council prepares Management Plans for complex recreation areas that accommodate a range of facilities and services and/or open space areas with a range of uses and purposes. Such areas are important community assets and due to competing priorities and limited funding for development, it is crucial to plan and prioritise the use, development and management of these areas. This is the first management plan completed for Koonung Park.

The overarching goal for the Koonung Park Management Plan is to provide high quality recreation services that respond to community demand, respect the natural environment and are maintained effectively into the future.

Koonung Park is highly valued by the local community and this plan strives to ensure there is a balance of sports club based activity and flexible recreation opportunities to cater for all local residents and their diverse recreation pursuits.

The objectives of this Plan are set out in Figure 1 and the resulting key recommendations of this plan include;

- Three new synthetic training nets that are enclosed, lockable and available for club use only, plus one training net accessible to the community
- Cyclone mesh fence around sportsground
- Protective netting behind northern goals
- New paths improving access through the Park to specific community facilities
- Options for the community tennis courts
- Improvements to the carpark
- Upgrade to the playground
- Landscaping and planting throughout the Park to improve amenity

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1. Introduction

1.1 Purpose

Publicly owned open space and reserves improve our physical and psychological health, strengthen our communities and make our cities and neighbourhoods more attractive places to live and work. Manningham City Council prepares Management Plans for complex recreation areas that accommodate a range of facilities and services and/or open space areas with a range of uses and purposes. Such areas are important community assets and due to competing priorities and limited funding for development, it is crucial to plan and prioritise the use, development and management of these areas. This is the first management plan completed for Koonung Park.

The purpose of the Management Plan is:

- To document and protect the key values of Koonung Park by providing a framework for future planning.
- To establish short, medium and long term, objectives and actions for the future development of the Park.
- To develop a masterplan for improvements over a 10 year period.
- To provide a guide for the management of sport and recreation facilities in the Park.

The endorsed Koonung Park Management Plan will be used by Council Officers involved in planning, development and management of the Park and will help the community understand Council's vision, objectives and specific plans for the Park.

1.2 Goals and Objectives

The overarching goal for the Koonung Park Management Plan is to provide high quality recreation services that respond to community demand, respect the natural environment and are maintained effectively into the future.

Koonung Park is currently used by sports clubs and residents for various recreational pursuits including cricket, football, tennis and hall hire. Other facilities used by local residents include the playground, exercise equipment and open spaces for walking, exercising and dog walking.

Koonung Park, given its location in Bulleen where open space is generally less accessible, is highly valued by the local community. This plan strives to ensure there is a balance of sports club based activity and flexible recreation opportunities to cater for all local residents and their diverse recreation pursuits.

The five objectives for this Management Plan are set out in Figure 1 and actions pertaining to these objectives are detailed in Section 9 – Strategic Direction – Objectives and Actions.



Figure 1 - Objectives

1.3 Key Stakeholders

There are a number of stakeholders that have an interest in the upgrading and ongoing management of Koonung Park. These groups have been consulted during the preparation of the Plan. Stakeholders' involvement will continue as required throughout planning, construction and management phases.

Sports clubs

Sports clubs and their volunteers provide sport and recreation opportunities for the Manningham community. Their commitment contributes to the Manningham goal that community spirit is strengthened through an involved and well connected community. Manningham's partnership with these clubs is crucial to enable and support future improvements.

- Bulleen Cricket Club
- Manningham Cobras Football Club

Local residents

Local residents enjoy the visual amenity of Koonung Park and the neighbouring Koonung Creek Linear Park. They use the playground, outdoor exercise equipment, sportsground and community tennis courts. Ongoing communication with these residents is crucial to ensure that they are considered as part of the development and implementation of the Management Plan.

Koonarra Hall hirers

Community groups and businesses hire the hall for meetings and exercise classes on a weekly or monthly basis. The volunteers in these groups contribute to community spirit in the same way that sports clubs do. Regular hall hirers will also be considered as part of the development and implementation of the Management Plan.

1.4 Facilities and Features

In summary, existing facilities and features of the Park include:

- Sports pavilion
- Sportsground used for cricket (turf wicket) and football (AFL Rules)
- Cricket training nets (three turf and two synthetic)
- Tennis courts (two plexipave and one synthetic grass)
- Koonarra Hall (community hire)
- Playground
- Exercise equipment
- Toilets
- Council curator's shed
- Floodlighting (tennis courts and sportsground)
- Carpark
- Group of mature River Red Gums (*Eucalyptus camaldulensis*) in the south west corner.

1.5 Methodology

The methodology for development and implementation of the Management Plan includes:

- Review and analysis of existing use and facilities
- Initial consultation with stakeholders
- Background studies / reports
 - Site opportunities/ constraints analysis
 - Landscape assessment
- Development of a draft Management Plan
- Public exhibition and community consultation on draft Management Plan
- Consideration of submissions and adoption of final Management Plan by Council
- Implementation of recommendations

1.6 Community Consultation and Engagement

Community consultation and engagement to date has included:

- Community feedback form through 'Your Say Manningham' website and meetings with club stakeholders, November – December 2015

There were a total of 54 survey responses from the local community and the feedback suggests that the park is well used, highly valued and is a park where local residents feel safe. Results include;

- 74% of the respondents visit the Park at least once a week
- 69% of the respondents visit the Park on both the weekend and on weekdays
- 73% of the respondents walk or run to the Park

- 90% of the respondents feel safe when visiting the Park, commenting that there are generally other people around also using the Park, it feels very open and there is good surveillance from nearby houses
- The most popular activities at the park are using the Park to access the Koonung Trail, exercise equipment, other exercise (unspecified), walking the dog, playground and tennis courts

Further details of the community consultation are included in Appendix 1 and Appendix 2.

1.7 Monitoring and Review

Ongoing monitoring of the Plan will be undertaken to ensure that the objectives and actions remain relevant and meet the needs of the community. A full review of the Management Plan will be carried out by Council five years after the completion of all the capital works recommended in the Plan.

2. Planning/Policy Context

2.1 Related Strategies

Whilst the Management Plan draws upon a number of Council strategies and policies, the documents that mainly influence the Plan are described below.

2.1.1 Open Space Strategy 2014

This is a 10-year plan that sets priorities and guidelines for the protection, development and use of public open space in the municipality. It has been developed to achieve the following goals:

- Value, expand and enhance the open space network
- Make the most of existing open spaces
- Attract more people, more often, to open space

The Strategy is divided into 3 parts; which include; key directions, the 15 precincts across the municipality and an inventory of Manningham's open space. Koonung Park is located in the Bolin Bolin Precinct (Figure 2) and there are a number of recommendations for this Precinct that relate directly to Koonung Park; Refer to section 4.1 for details.

2.1.2 Active for Life Recreation Strategy 2010-2025

This strategy was developed to provide a strategic framework for the management and development of recreation provision in Manningham. Major gaps, challenges and synergies are addressed, with the aim to increase participation in a broad range of recreational activities for the improved health and wellbeing of our community.

2.1.3 Koonung Creek Linear Park Management Plan 2011

Koonung Creek Linear Park runs along the south boundary of Koonung Park and is generally identified as the secondary Koonung shared path to the Eastern Freeway sound wall. Facilities in the south-west corner of Koonung Park such as public toilets, drinking fountain, exercise equipment and playspace also service the Linear Park. Actions from the Koonung Creek Linear Park Management Plan that directly affect Koonung Park include:

- Install a barbecue and drinking fountain in the playground vicinity
- Install bike hoops at toilet

- Construct footpath on the west side of Balwyn Road to link to Koonung Creek Linear Park.

The drink fountain has been installed and the remaining items are referenced in this Management Plan.

2.1.4 Manningham Tennis Strategy 2003

This Strategy is a framework for the operation and management of tennis facilities in Manningham based on a not for profit community tennis club model where clubs provide competition, coaching, programs and other tennis opportunities for the community.

2.1.5 Manningham Council Community Facilities Resourcing Plan (currently underway)

This Plan is being developed to identify current and future community facility needs. The plan will recommend the future capital and operational directions for community facilities to 2035. The availability of other community facilities in the area with regard to consolidating, expanding or upgrading current facilities will be explored.

2.1.6 Outdoor Sports Infrastructure Guidelines 2015

Council has a role in providing sports facilities that benefit the community through increasing participation and encouraging active, healthy lifestyles. These guidelines identify the funding responsibilities for identified core and optional infrastructure relating to specific sports.

2.1.7 Outdoor Advertising on Council Owned and Managed Land Policy 2015

This Policy informs organisations seeking to erect advertising signs on Council owned or managed property and provides guidance for decision making for Council Officers in determining applications for signage on Council owned or managed property, regulating the display of signs and associated structures.

2.1.8 Manningham Urban and Park Design Guideline 2010

The main purpose is to provide advice for the planning and selection of smaller facilities, furniture and other elements in open space and streetscape situations. This Guideline aims to provide practical advice for the design and provision of public furniture in public roads, carparks and shopping centres and in public open spaces, including parks and recreation reserves.

3. Site Analysis

3.1 Location

Koonung Park is located in Bulleen and is 3.5 hectares in size and adjacent to Koonung Creek Linear Park with street frontages to Kampman Street, Furneaux Grove and Bulleen Road.



Figure 2 - Koonung Park location in a Manningham context.

Koonung Park Location:

3.2 Context

Koonung Park is identified in the Manningham Open Space Strategy as a district reserve with an important function in Manningham’s open space network as a sporting and recreation facility (Refer Figure 3).

The Park is close to bus stops along Thompsons Road providing public transport access along five bus routes, with two bus stops located within 200 metres of the Park. The Eastern Freeway is a major barrier for the City of Boroondara residents although there is a footbridge across the freeway 500 metres east of Koonung Park.

Koonung Park is also accessed from the Koonung Creek Linear Park secondary trail.



Figure 3 - Koonung Park Context Plan

4. Precinct Analysis

4.1 Bolin Bolin Precinct

The Open Space Strategy 2014 has 15 precincts and Koonung Park is located in the Bolin Bolin Precinct. This Precinct is at capacity in relation to its ability to provide additional public open space, so the focus on future provision is to ensure quality facilities are provided at the larger district parks, which include Koonung Park.

The Precinct map below (Figure 4) illustrates that residents east of Bulleen Road do not have ideal access to larger areas of public open space with the areas marked in red indicating they are beyond reasonable walking distance of a sizeable park. The large area directly east and west of Bulleen Road (marked as a block of pale green) is private open space (school sporting grounds) and is not accessible to residents. This creates a 'gap' in Council's open space provision standards. There are only two other reserves within practical walking distance from Koonung Park that provide a large area of open space; Harold Reserve (1100 metres) and Morris Williams Reserve (700 metres).

Residents in the vicinity of Koonung Park do have access to quality open space and the three pedestrian crossings with traffic lights on Thompsons Road, (plus Yarraleen Walkway and Harold Link) improve access to Koonung Park for the residents who live further away and provide options for safe travel. An improved bicycle/pedestrian connection between Thompsons Road and Bulleen Road would increase the use of the shared path through Koonung Park.



Figure 4 – Residential proximity to open space in Bolin Bolin Precinct

4.2 Demographic Analysis

The Bolin Bolin precinct has had a slightly declining and ageing population with a small increase in population expected over the next 20 years. The over 70s age group is particularly dominant, perhaps due to substantial retirement village accommodation in the area. There are also more 25-34 year olds and more young children in Bolin Bolin than the Manningham average which may indicate some regeneration of the area. Significant growth in the number of people in their 20s is expected in Bulleen, with an increase in higher density properties and the attractiveness of being in close proximity to Melbourne and the Heidelberg rail line on the northern side of the Yarra River. There is an increasing trend to smaller households, with over half comprising lone person and couples without children. The precinct has a very large, but declining, Italian and Greek community with an emerging Chinese affiliated community.

Open space considerations in Bolin Bolin are likely to be affected by the much higher levels of older population, including those with regularly visiting grandchildren, but also a small but increasing number of young parents with young children (reference: Open Space Strategy 2014 Part 2).

4.3 History

Photographic records show that the four remnant River Red Gums in the south west corner of the Park are more than 100 years old and potentially in excess of 200 years old, dating pre European settlement of Manningham. The 1945 aerial photo also indicates that the area was open pasture with woodland along the Koonung Creek.

The land was originally subdivided in 1931. Council started acquiring the land from various owners starting in 1946 and took some time to acquire the 33 separate lots that make up Koonung Park. The internal road reserves were not closed until 1977.

The oval was built in the early 1960s with the pavilion, carpark and tennis courts built by 1970. With the construction of the Eastern Freeway in late 1970s, the second oval (junior) located 300 metres west of the existing oval was lost. There has been minimal major change at the Park since the 1970s. The biggest more recent change has been the disbandment of the Koonarra Tennis Club in 2001 and conversion of the former tennis pavilion into a community hall for hire. This is outlined further in Section 5.2.

4.4 Existing Conditions

Entry points into the Park include carpark entrances on Furneaux Grove and Kampman Street, and various pedestrian access points from Balwyn Road, Furneaux Grove, Kampman Street and the Koonung Creek Linear Park.

The main facilities include a sportsground for football and cricket, three community tennis courts, Koonarra Hall for hire, playground and outdoor exercise equipment.

A group of four mature *Eucalyptus camaldulensis* (River Red Gums) in the south west corner provide the Park's main natural landscape feature.

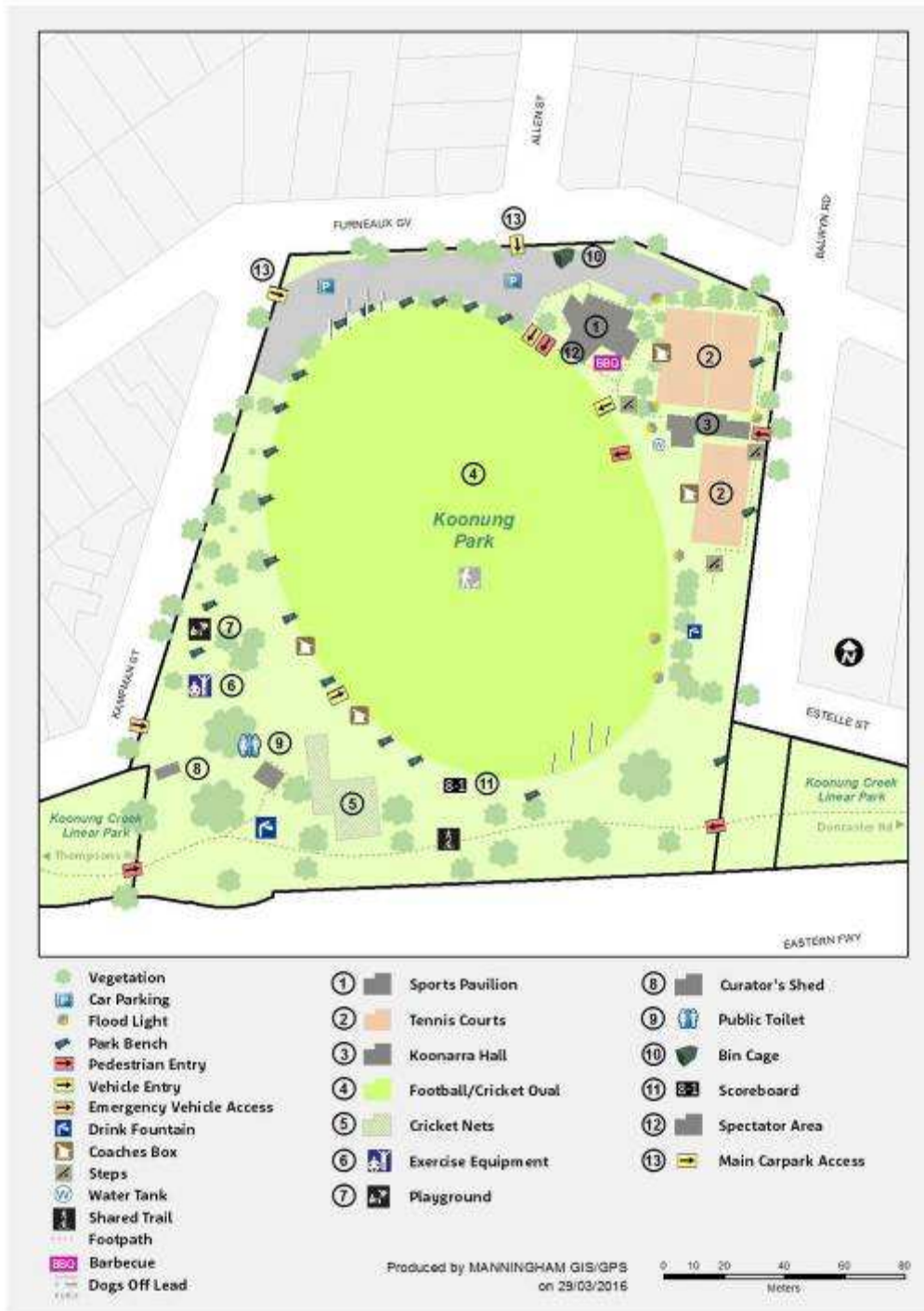


Figure 5 - Koonung Park existing conditions

4.5 Land Tenure and Management

Koonung Park is owned and managed by Manningham City Council. The Park is made up of 36 separate small titles and consolidation of these into two titles was completed in 2016.

4.6 Manningham Planning Scheme Provisions

4.6.1 Zoning

Koonung Park is included in Public Park and Recreation Zone (PPRZ) (refer to Figure 6). The purpose of this zone is:

- To recognise areas for public recreation and open space
- To protect and conserve areas of significance where appropriate
- To provide for commercial uses where appropriate.

4.6.2 Overlays

There is one planning overlay that affects the Park. A small portion of the south west corner of the existing title located on the south side of Estelle Street is currently affected by the Land Subject to Inundation Overlay (LSIO). The purpose of the LSIO is:

- To identify land affected by the 1 in 100 year flood or any other area determined by the floodplain management authority
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, and will not cause any significant rise in flood level or flow velocity
- To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health

A planning permit is required for most building works. All planning permit applications are required to be referred to Melbourne Water

Amendment C109 to Manningham Planning Scheme (underway)

Amendment C109 proposes to increase the area of the flooding overlays as shown in Figure 6. This amendment is a result of revised flood modelling which has been done to identify properties that are subject to overland flooding in a severe 1 in 100 year rainfall event.

The Melbourne Water LSIO extends over the southern part of the Park including some of the oval. The Council Special Building Overlays (SBO2 and SBO3) extend over the western part and south east corner of the Park. 60 per cent of the Park is affected by the proposed flooding overlay.



Figure 6 - Koonung Park planning overlays

4.7 Cultural Heritage

Many sites within Manningham's open space network hold Aboriginal cultural heritage values, particularly those in close proximity to our rivers and creeks. These have been mapped to comply with the *Aboriginal Heritage Act 2006* and are identified as culturally sensitive areas. When upgrading open space within these areas, Council must consider the need to develop a Cultural Heritage Management Plan (CHMP). A Cultural Heritage Management Plan seeks to protect and manage Aboriginal cultural heritage, with the involvement of Registered Aboriginal Parties.

Part of the Park is within an area of cultural heritage sensitivity as it is located within 200 metres of the Koonung Creek. Cultural Heritage Management Plans are mandatory for proposed high impact activities on undeveloped sites or sites that have not undergone major disturbance. As there is no evidence of significant ground disturbance in parts of this area, proposed works may require a Cultural Heritage Management Plan at the design stage.

5. Sporting Facilities

The Park accommodates two sports clubs - Bulleen Cricket Club and Manningham Cobras Football Club. Both clubs share the WJ Montgomery Pavilion and the sportsground alternating use during the winter and summer sports seasons. Both clubs have an agreement with Council that allows them seasonal use of the ground and pavilion. The sporting facilities also extend to the three tennis courts that are currently free for community use.

Bulleen Cricket Club fields both junior and senior teams in the Eastern Cricket Association (ECA). Its junior program fields teams in U10, U12, U14, U16, U18 plus a girl's U15 team competing for the first time in 2016. Players aged five years to eighteen years can take part in a structured cricket program at the club. There is one cricket ground at Koonung Park which has a turf wicket suitable only for senior cricket competition. All junior cricket competition is played on a synthetic wicket. The club's junior cricket program trains at Koonung Park but their competition is played at other Manningham cricket grounds.

Manningham Cobras Football Club fields two senior teams that train and play at Koonung Park and compete in the Victorian Amateur Football Association (VAFA). The ground is made available on an informal basis to Yarra Junior Football League (YJFL) for a range of activities including training for their representative teams and for finals matches.

During consultation both sports clubs and the local community prioritised various opportunities and issues which are outlined under the respective headings that follow.

Refer Action No: 5.1.2

5.1 Sportsground

The well maintained sportsground representing a large portion of flat open space within the Park is an important feature for both local residents and the tenant sports clubs. During the year the ground is used for local football and local cricket competition and is maintained to a good standard. This is one of six turf wickets maintained by Council.

In addition to being used for formal sport, the sportsground is also well used for dog walking and exercise by local residents. Feedback from community consultation indicates that the ground is in good condition and well maintained by the curator. The closest sportsgrounds are Bulleen Park, Bulleen (1500 metres) and Timber Reserve, Doncaster (2000 metres).

5.1.1 Junior cricket ground

Bulleen Cricket Club has proposed expansion of the ground in the south east near Balwyn Road, including the installation of an off centre synthetic wicket to enable additional use of the

ground by the junior teams and establish a junior cricket base at Koonung Park. This proposal isn't supported by Council and other options are being pursued to find a suitable ground to establish a junior cricket base. The main reasons the proposal isn't supported include:

- The synthetic wicket would be too close to the turf wicket table
- The ground would be too close to Balwyn Road
- Effective drainage for both grounds would not be achieved
- The level of development is inappropriate for the size and usage of the Park

Refer Action No: 2.1.1

5.1.2 Cricket training nets

There are currently two existing synthetic cricket nets and practice turf wickets all located together in the southern area of the park. The senior teams use the turf nets and both the junior and senior teams use the synthetic training practice nets.

The turf wickets are in good condition and are maintained by Council. However, they do require extended overhead netting for improved safety of park users, especially for those in the playground, exercise equipment and proposed barbecue area precinct. This is the only recommendation for the turf cricket nets.

The synthetic wickets are old and no longer meet the needs of the Club. It is recommended to remove the two existing cricket nets and replace them with four new cricket nets in a more suitable location. The reasons for removing the existing nets are twofold:

- A safety concern has been identified by the Cricket Club due to their with cricket balls being hit within close proximity to the playground. Conflict between the sporting and informal recreation activities should be avoided. The new location will be closer to other sports infrastructure creating an informal recreation zone and a sports zone within the Park.
- The number of synthetic wicket training nets will increase from two to four and taking into account the existing turf nets, this is considered sufficient practice nets to meet the needs of the club.

Consideration has been given to the location of the new cricket nets on both of the old tennis court sites but the facility is recommended to be built on the eastern park boundary south of the third tennis court (Refer to Masterplan). The reasons for this site in preference to further south include:

- Sits well in the park's landscape and retains formal sport activities together allowing for continuity of informal open space next to the Koonung shared path
- Closer to power access for ball machine used in training sessions
- Closer to carpark and pavilion for cricketers' convenience
- Ease of moving cricket covers from the centre of the ground into storage facility
- Access to a drink fountain (refer 8.7)

All of the proposed synthetic training nets will allow full usage by the community when the nets are not being used by the club. The final size and configuration will be confirmed at the detail design stage but cricket club storage (refer 5.1.8) is also proposed to be included. ~~The amount of publicly accessible open space would be reduced due to the locked club facility and it is essential that community~~ This area of Balwyn Road frontage and access into the Park will change with the new cricket infrastructure and the improvements will include a new path from

Balwyn Road. The path will direct pedestrians between the southern tennis court and cricket nets through to the sportsground. The steps and disused path will be removed. The size of the proposed training facility would be 35 metres (maximum length) by 12 metres (including community net). Depending upon space required for Balwyn Road pedestrian access, the length of the training facility may be compromised a little to enable the storage facility to be included.

Before the proposed new synthetic training nets are constructed, an interim measure on the old nets of extended overhead soft netting is proposed to improve the safety of park users near the playground area.

Refer Action Nos: 1.1.1, 1.1.2 and 1.1.4

5.1.3 WJ Montgomery Pavilion

Manningham Cobras Football Club and Bulleen Cricket Club share this pavilion which was upgraded in 2013. Both clubs were involved in the design detail of the new building and the building accommodates them satisfactorily. The building upgrade did not extend to landscaping, improved path connections around the pavilion and seating under the sheltered spectator area. These improvements are proposed to be included as actions in this Management Plan.

5.1.4 Protective nets behind goals

The Football Club has requested protective netting behind the football goals at the northern end of the ground to prevent the football carrying into the carpark when players are kicking for goal. Players chasing balls in a carpark during training sessions and balls potentially hitting parked cars are a safety issue and it is recommended that this request be supported.

Refer Action No: 1.1.5

5.1.5 Cyclone fence and spoon drain around perimeter

The existing sportsground fence meets requirements for both cricket and football. The Cricket Club has requested 1.2 metre cyclone fence around the sportsground perimeter to replace the pipe tubular fence and a concrete spoon drain around the perimeter of the ground to improve drainage. It is proposed to construct the perimeter fence allowing minimum 20 percent gaps for easy access through the ground for sports spectators and local residents.

Refer Action No: 1.1.6

5.1.6 Floodlights

In order to meet Australian Standards for lighting for Australian Rules Football training, the floodlighting infrastructure obtained an upgrade in 2016. This project was separate to the management plan process. Council, in partnership with Sport and Recreation Victoria, the Manningham Cobras Football Club and the Yarra Junior Football League installed a 4 x 25 metre pole floodlighting system around the sportsground. It is anticipated that there will be increased usage of the Yarra Junior Football League boys and girls representative competition as a result of the upgraded floodlights.

5.1.7 Scoreboard

The sports clubs use a standalone scoreboard located at the southern end of the sportsground. Both clubs have indicated that upgrading the existing manual scoreboard to an electronic scoreboard is a priority. United Energy have advised infrastructure requiring power must be located on the title that contains the power supply. The title where the existing

scoreboard is located does not contain a power supply. An electronic scoreboard will need to be relocated, most likely on the western boundary of the sports ground.

The funding and maintenance of scoreboards is the clubs' responsibility and provision of any scoreboard infrastructure requires Council approval. Clubs need to refer to Council's *Outdoor Sports Infrastructure Guidelines* and Council's *Outdoor Advertising on Council Owned and Managed Property Policy*.

Refer Action No: 1.1.7

5.1.8 Storage

Council has met the requirements to fund sports club storage in the pavilion according to Council's *Outdoor Sports and Infrastructure Guidelines*. Many sports clubs find the issue of storage challenging and the Cricket Club has been using the convenience of the space underneath Koonarra Hall to store its cricket covers. This space is proposed to be closed to public access (refer no. 7 – Koonarra Hall) so the club will no longer have storage access.

It is proposed for Council to fund extra storage for the turf wicket cover and training items, including the ball machine, in a separate storage facility built as part of the proposed synthetic cricket nets.

Refer Action No: 1.1.8

5.1.9 Flagpole

There is a flagpole located in front of WJ Montgomery Pavilion. Feedback from Bulleen Cricket Club was that the flagpole would be utilised if it was relocated further east of the pavilion for improved vision from the spectator area. Flagpoles are not Council's responsibility and any relocation will need to be financed by the Club.

Refer Action No: 1.1.9

5.1.10 Curator's building

This building, located in the south west area of the Park, serves as a store for the curator's machinery and is maintained by Council. While there are no recommendations for the short term, it is recommended that the siting of this building be located closer to other buildings when it is due for an upgrade in the future.

Refer Action No: 5.1.7

5.2 Tennis Courts

The Koonarra Tennis Club disbanded in 2001. At the time there were five en-tout-cas tennis courts and substantial works were required at the facility. The clubrooms were redeveloped to become Koonarra Hall. Two courts were returned to open space and the top three courts were resurfaced with plexipave and synthetic grass in 2004/05, making them suitable for community use. The lower court is also line marked for futsal (modified soccer).

In 2006, Manningham YMCA entered into an occupancy agreement with Council to manage the tennis courts at set times with a community program. The courts were available for community use at all other times. This arrangement continued until 2013 when the arrangement between Council and Manningham YMCA was officially rescinded.

The tennis courts are a popular facility at Koonung Park. Community consultation indicates 64% of respondents are aware of the tennis courts and 27% of the respondents include it as their main reason for visiting the Park. 73% of these respondents are aged between 35 - 59 years, whose regularity of use mainly ranges from everyday to once a month. Of the 36% of respondents who were not aware of the tennis facility prior to the consultation, 71% said they

are now likely to use the tennis courts in the future. Other community feedback commented on the popularity of the courts, the need for general maintenance and complaints about the private coaches restricting community use, through extended blocks with clients, at no cost. Professional tennis coaching is currently not permitted at the facility.

Signs disallowing private coaching at the facility were installed in late 2015. Since the initial consultation, tennis court nets have been replaced and other cyclic maintenance undertaken. The surfaces of the tennis courts are in good condition but the fencing requires upgrading to meet safety standards.

The floodlights are in working order and feedback from the consultation process suggests that at least one group who hires Koonarra Hall has been regularly using them. A 2016 external audit states that the poles and fixtures are in poor condition and recommends that the existing system be decommissioned to ensure no further use. Two of the poles are poorly located on pathways and a significant amount of money is required to replace the floodlights. It is recommended to remove existing tennis floodlights.

While tennis is a popular activity at Koonung Park, maximising participation at the Park and providing quality facilities is a Council priority for the Bulleen community. Feedback from community consultation indicated people currently use the Park to practice soccer and would make use of soccer goals if installed in the Park. Feedback also indicated that there was not a high use (perhaps awareness) of the futsal soccer already available. Aside from tennis, it is known the tennis courts are currently also used for children's birthday parties through Koonarra Hall bookings (Refer 7, Community Facilities – Koonarra hall), futsal soccer and other activities, such as learning to bike ride. The three courts are not often all used at the same time. There is an opportunity to make the tennis courts multi use and combine tennis with other activities.

In the short term it is recommended that the three courts are maintained by Council for multi use purposes for the community (including tennis) and professional tennis coaching continues to be prohibited disallowed.

Community feedback suggests basketball and netball would be popular activities at the Park and the tennis court area is the preferred location. It is recommended to include netball and basketball rings on the top courts and retain the futsal soccer line marking on the southern court to play soccer. The tennis poles and net can be removed and reinstated according to the activity. There is no need to remove tennis nets on the top courts as basketball and netball will run east – west, adjacent to the tennis nets.

There are options as to how the tennis courts can be managed in the future and it is important as for all of our community tennis venues (and clubs) that these courts remain accessible and provide multi use benefit to the community.

In the long term, a recommendation of this Plan is to explore options for use and management of the courts that could include:

1. Continued community use as a multi use facility with the current model; or
2. Second venue for a community club to potentially offer an extra venue for competition, coaching and other community tennis programs. This would be undertaken through an expression of interest process with the intention to assist community based clubs maximise potential for their programs that are currently capped at their existing facility due to not enough courts available for specific programs. If a club was interested to pursue this option, these courts would still remain available to the community; however, some restrictions of usage may be imposed. New floodlights could be considered as part of this option.

Refer Action Nos: 1.2.0, 1.2.1, 1.2.2, 1.2.3, 2.1.2, 5.1.3 and 5.1.4

6. Informal Recreation Opportunities

Informal recreation opportunities mainly occur along the Park's southern boundary with the Koonung Creek Linear Park, including the Koonung Trail, playground and exercise equipment.

6.1 Walking and Cycling

Walking is the most popular recreation activity in Manningham, with 54% participation levels, as reported in the *Active for Life Recreation Strategy 2010*. Community consultation for this Plan indicates that walking (and running) is the most popular mode of transport to Koonung Park (71.2%), while cycling represents 11.5% and travel by car is 17.3%. As the Park is situated adjacent to the Koonung Trail, there are extensive opportunities for walking, dog walking, cycling and running. Opportunities to improve path connections are outlined in 8.5.

6.2 Dog Walking

40% of the community consultation survey respondents said they walk their dog at Koonung Park. Dogs are allowed in the Park off-lead provided they are under effective control at all times. Dogs must be on-lead within 15 metres of the playground, BBQ and organised sporting event. No issues have been identified with dogs at Koonung Park and there are no actions recommended relating to dogs.

6.3 Exercise Equipment

Outdoor exercise equipment provides adults of all ages and abilities with the opportunity to participate in physical activity at no cost. The equipment at Koonung Park was installed in 2015 with assistance from the State Government's Community Facility Funding Program.

Community consultation indicated that 25% of respondents visit the Park specifically for the exercise equipment and 38.5% indicated they visit the Park for other exercise that was not related to the existing sports infrastructure. Initial community programs conducted to introduce the equipment to the community had low participation rates, but with the number of people using Koonung Park for exercise there is potential for future community programs to encourage people to combine their exercise regime with the exercise equipment.

Refer Action No: 2.1.4

6.4 Play (including basketball, netball and soccer)

Consultation indicated that 29% of respondents visit the Park to use the playground and these people identified support for the existing playspace to be upgraded with family activities and improved access to the Koonung Creek Linear Park. Suggestions included the installation of basketball and netball, soccer goals, additional seating, picnic shelter and a barbecue area located near the playground.

The existing playground, developed in 2003, provides play opportunities for children aged 2-7 years. The playground is well used but is now outdated and requires replacement. An opportunity exists to introduce some interesting themes and landscaping to this area. A proposed path to link the playground, barbecue area and exercise equipment to Koonung Creek Linear Park is one of these improvements.

Other playgrounds nearby include: Sandra Reserve (300 metres), Stanley Reserve (490 metres), Morris William Reserve (660 metres), Harold Reserve (1100 metres) and Riverview Reserve (1200 metres). There are basketball / netball facilities at three of these reserves (Sandra, Morris Williams and Harold Reserves) but community feedback strongly supported basketball and netball as sports that would be popular for local residents at Koonung Park. These activities will be provided at the tennis courts and along with tennis and Futsal soccer

(which is already line marked on the third court), this area of the Park will become a multi use ball sport area. Refer 5.2.

Refer Action Nos: 2.1.3 and 1.2.3

6.5 Barbecue and Picnic Area

Two barbecues are located next to the pavilion. While only 4% of respondents from the community consultation stated that they use these barbecues, the cricket club and football club use them regularly, especially over the summer months. These barbecues will be retained.

An action from the *Koonung Creek Linear Park Management Plan 2011* is to install a barbecue in the playground vicinity. This received support through the recent community consultation process, with four residents stating that a barbecue with a picnic shelter near the playground would encourage them to use the Park more often. It is recommended to include a picnic shelter as part of the barbecue area. As recommended in *Manningham Urban and Park Design Guideline* for a barbecue area, a litter bin will also be installed.

Refer Action No: 2.1.5

6.6 Toilets

The toilets are located in the south-west corner of the Park and cater for users of both Koonung Park and the Koonung Creek Linear Park. The four toilets (including one disabled toilet) were built in approximately 2001 to replace the original toilets and have been assessed as part of development of this management plan to be in good condition. There are no recommendations relating to the toilets.

6.7 Seating

The provision of park seating provides an important resting and viewing function for the community to enjoy. Koonung Park provides many seating opportunities around the sportsground and the tennis courts but the existing seats are ageing and need replacement. Options for spectators to sit near the pavilion are also limited.

While the Football Club has indicated that its spectators do use the seats all around the ground, the total number of these seats is in excess of 26. It is recommended to remove these as they require repairs, rationalising replacements with a lesser amount around the ground and near the pavilion. It is also recommended that the old seat in the garden bed overlooking the tennis courts be replaced with some bench seating outside the entrance to Koonarra Hall.

Refer Action No: 3.1.3

7. Community Facilities – Koonarra Hall

Koonarra Hall was originally the clubrooms for Koonarra Tennis Club but is now a multipurpose venue for hire, suitable for meetings, seminars and private functions, including family gatherings and children's parties. It is a suitable venue catering for functions with 80 guests. Permanent bookings are currently for small groups and include yoga, tai chi, senior citizen groups and club meetings.

Manningham Council Community Facilities Resourcing Plan is currently underway and includes an audit and long term resourcing plan for upgrades and improvements including Koonarra Hall. This is estimated for completion in 2017. Until then, the Hall will be maintained as per Council's Building Maintenance Cyclic Program, and general / reactive maintenance.

Koonarra Hall features an outdoor deck and current access to the three community tennis courts. While the tennis courts cannot be booked, hall hirers do make use of them on a 'first

come, first served' basis, especially for children's birthday parties. A recommendation as outlined in Section 5.2 is to retain tennis on all courts and combine multi use activities that include futsal soccer, basketball and netball over the three courts. Use by Koonarra Hall birthday party hirers will continue as per the current 'first come first served' basis.

There are two points of access into Koonarra Hall. The stairs on the western side of the hall are old and require an upgrade. There is also a tennis floodlight located in the middle of this pathway and this is recommended for removal in Section 5.2 Tennis Courts. The other access to Koonarra Hall is from Balwyn Road on the eastern side and reference is made to this in Section 8.1.3 Disabled Carpark regarding disability access and carparking for users of Koonarra Hall.

Currently the public can access underneath the verandah of Koonarra Hall and it is recommended to prevent any public access to ensure the community's safety.

Refer Action No: 3.1.1, 3.1.2 and 1.2.0, 5.1.5 and 5.1.6

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8. Park Infrastructure

High quality infrastructure such as sports pavilions, lighting, carparking, amenities and clear signage contribute towards a positive experience when visiting the Park.

8.1 Carparking

Options for carparking at Koonung Park include an off street carpark and the local streets. Both carparking options are used by Koonarra Hall users, commuters accessing Thompsons Road bus routes via the Koonung Park Trail and the sports clubs for training and competition.

8.1.1 Off street parking

The Park has a large unmarked asphalt carpark which accommodates all users. The current informal layout allows up to 90 parked cars. The eastern end of the carpark is narrow and doesn't allow for good pedestrian circulation. It is recommended to remove a small part of the asphalt and include landscaping to improve pedestrian access in this section. More shade planting throughout all sections of the carpark is also recommended as is removing some asphalt where the asphalt is wider than required for carparking. Line marking the carpark is not recommended as it will ultimately result in less car spaces than currently achieved through informal carparking arrangements.

8.1.2 Street parking

Some people drive to the vicinity of Koonung Park and commute by bus along Thompsons Road. Street parking in Kampman Street and Furneaux Grove fluctuates and occasionally this spills over into the west end of the carpark. Since January 2015 bus travel from all areas in Manningham is the same price and the demand for parking in this specific area has significantly reduced.

There are parking restrictions on one side of the road while the other side is unrestricted parking along Kampman Street and Furneaux Grove to prevent traffic congestion and improve safety.

8.1.3 Disabled carparking and access

Currently there are no disabled carparks at Koonung Park. Feedback from the community consultation identified that while there is disabled access into Koonarra Hall from Balwyn Road there is not the opportunity to provide a disabled carpark. It is recommended that a disabled bay be constructed in the off street carpark and disabled access from the carpark will be directed around the tennis courts to Koonarra Hall. A ramp will replace the two steps near the Hall.

Refer Action No: 3.1.9 and 4.1.9

8.2 Lighting

There were very few concerns related to lighting expressed in the community consultation. Assessing the area, the following has been observed in relation to the level of illumination:

- Tree foliage is casting a shadow within the carpark. The effectiveness of the existing spotlights on power poles as street lights along Kampman Street could be improved by trimming branches that are casting the shadow in the carpark.
- There are noticeable dark spots at the eastern and western extremities of the carpark. It is recommended that lighting in these areas could be improved.
- Kampman Street and Furneaux Grove are both relatively dark and additional lighting or upgrading of the existing street lights would enhance lighting conditions in the surrounds. It is recommended that a closer assessment of the lighting conditions be undertaken.

Refer Action Nos: 4.2.0, 5.1.1

8.3 Signage

The *Manningham Outdoor Signage Guidelines 2011* applies to the sign at the Furneaux Grove entrance which names the Park, facilities and the tenants. Over the years, there has been some inconsistency in the naming of this Park; it has correctly been referred to as Koonung Park and incorrectly as Koonung Reserve. The existing sign naming it Koonung Reserve is inaccurate and requires updating.

Signage at other entrances is also recommended, including way finding signage throughout the Park, in particular directing users to the Koonung Trail and the newly upgraded Thompsons Road 'Kiss and Ride' interchange.

Refer Action No: 3.1.5

8.4 Open Space and Landscape Values

The landscape character of Koonung Park is largely defined by the flat open space shared by sport and informal recreation activities. The four large remnant River Red Gums (*Eucalyptus caladulensis*) in the south west corner and the ~~Paperbark~~ Melaleuca (*Melaleuca linariifolia*) windbreak planting remain from the tennis court infrastructure. The Melaleuca trees are not indigenous and do not have heritage value.

The site of the old tennis courts requires landscaping improvements. Aside from removing the two tennis courts when the club disbanded, very little work has occurred in this area. It is recommended that the new cricket training nets be located in this area, with associated new landscaping and access. Actions include removal of Melaleuca tree windbreak on the western boundary of old tennis court site and up prune and thin out Melaleuca trees on the southern boundary. The synthetic cricket pitch will be removed from the south eastern corner with the areas returned to open space and reshaped to a more natural form.

There are a number of recommendations made for landscaping improvements throughout the reserve including protecting significant trees, additional planting as well as the removal of some vegetation to improve sightlines and create a more consistent landscaping theme. Specific vegetation removal includes the Evergreen Alders (*Alnus jorullensis*) in the Kampman Street area and Photinia hedges (*Photinia fraseri*) in the carpark area.

Refer Action Nos: 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.1.6, 4.1.7, 4.1.8, 4.1.9, 4.2.1 and 4.2.2

8.5 Path Connections

Community consultation revealed that 40.4% of respondents visit Koonung Park in order to access Koonung Creek Linear Park. This highlights the importance of paths not only connecting to the shared path but also throughout Koonung Park to ensure pathways of travel are accessible and well constructed and encourage people to walk and/or cycle. There are a number of recommendations that will improve access through the Park to specific community facilities.

Refer Action Nos: 3.1.4, 3.1.6, 3.1.7, 3.1.8 and 3.2.0

8.6 Water Tank

The water tank located on the side of Koonarra Hall was located as a contingency measure during the recent drought to allow recycled water to be used for irrigation of the cricket wicket area. The tank is not being used and it is recommended to relocate it to the Council depot where it can be added to an already extensive network of tanks collecting water from roof areas for operational purposes.

Refer Action No: 4.2.3

8.7 Drink Fountains

There are three drink fountains servicing Koonung Park. There is a recently installed drink fountain on the Koonung Creek Linear Park shared path and there are two old drink fountains on the east side of the oval. Only one of these is in working order. It is recommended to remove both of these drink fountains and replace with one new fountain northwest of the proposed synthetic training nets.

Refer Action No: 1.1.3

8.8 Litter

The sports clubs have a bin cage with four recycling bins and four rubbish bins. These are emptied by Council and remain locked while not in use. Feedback from consultation suggests these bins are poorly located on Furneaux Grove at the park entrance. Rubbish bins should be well sited (in this case to the pavilion) and easily accessible. The disability carparking space proposed in this area and sufficient turnaround space required (from parked cars) for the rubbish truck have been considered. The current location is the only suitable location in the pavilion vicinity but the bin cage should be screened to make it visually less unobtrusive. The recommendation is to screen the bins on Furneaux Grove with planting.

There are no other litter bins in the park. However, as per Council's Urban and Park Design Guidelines, a bin will be sited as part of the proposed barbecue area.

9. Strategic Direction - Objectives & Actions

The following table provides a summary of all recommendations. The table includes the reference in the Management Plan document, the Council service unit or stakeholder responsible for implementation, costing and a priority rating.

Action No.	Action	Reference	Unit responsible	Council \$	Priority Level
Objective 1. Maintain and improve the infrastructure for formal sport and community facilities					
1.1.1	Extend overhead protective netting on the turf practise nets (may require additional support posts) and existing synthetic training nets (until they are replaced with new facility).	5.1.2	Parks and Recreation	8,000	High
1.1.2	Remove existing synthetic cricket nets in the south east area of the Park and reinstate as informal open space	5.1.2	Parks and Recreation	2,500	High
1.1.3	Remove two old drink fountains on east side of oval and replace with one new fountain northwest of the proposed synthetic training nets.	8.7	Parks and Recreation	\$4,500	Low
1.1.4	Construct four new synthetic cricket nets (35 metre length) accessible to the community on the eastern side of the Park (includes removal of old tennis court path and a new cage over services).	5.1.2 and 8.4	Parks and Recreation	120,000	High
1.1.5	Install protective netting behind the football goals at the northern end of the sportsground.	5.1.4	Parks and Recreation	40,000	Medium
1.1.6	Construct 1.2 metre cyclone fence and concrete spoon drain around sportsground perimeter leaving 20 per cent gaps for access onto ground.	5.1.5	Parks and Recreation	66,000	Medium
1.1.7	Upgrade and relocate scoreboard in line with Council's Outdoor Sports Infrastructure Guidelines and Council's Outdoor Advertising on Council Owned and Managed Property Policy.	5.1.7	Club	N/A	Low
1.1.8	Increase the sports clubs' storage capacity by including a separate storage facility as part of the proposed synthetic cricket nets.	5.1.6	Parks and Recreation	Refer Action 1.1.4	High
1.1.9	Relocate flagpole further east of pavilion.	5.1.9	Club	N/A	Low

Action No.	Action	Reference	Unit responsible	Council \$	Priority Level
1.2.0	Remove tennis court floodlights.	5.2	Parks and Recreation	10,000	Medium
1.2.1	Retain tennis on all three courts in a multi use area that includes futsal soccer on the southern tennis court and basketball and netball on the top two courts.	5.2	Parks and Recreation	N/A \$1,000	Medium
1.2.2	Replace fencing and shelters around tennis courts as required to meet public safety standards.	5.2	Parks and Recreation	25,000	Medium
1.2.3	Include netball and basketball rings on the top two tennis courts (as part of new fencing if possible)	5.2 and 6.4	Parks and Recreation	\$6,000	
Objective 2. Provide high quality recreation opportunities for the community					
2.1.1	Support Bulleen Cricket Club in finding a suitable ground to establish its junior cricket program.	5.1.1	Parks and Recreation	N/A	High
2.1.2	Continue to monitor private tennis coaching on tennis courts to ensure it is not permitted and community access is maximised.	5.2	Local Laws	N/A	High
2.1.3	Upgrade the playground introducing some interesting themes and landscaping to this area.	6.4	Economic and Environmental Planning	Playspace program	Medium
2.1.4	Continue to implement community programs that promote the use of the exercise equipment.	6.3	Economic and Environmental Planning	Operational	High
2.1.5	Provide barbecue facility (including bicycle parking, litter bin and picnic shelter) near playspace as recommended in Koorung Creek Linear Park Management Plan (KCLPMP) 2011.	KCLPMP recommend Area A7 and A8	Economic and Environmental Planning	KCLPMP budget	Medium
Objective 3. Ensure facilities are easily accessible by all community members					
3.1.1	Replace the two steps north east of Koonarra Hall with a ramp to improve disability access to carpark and engage an engineer to inspect the retaining wall for any defects.	8.1.3 and 8.5	Parks and Recreation	7,000	Medium

Action No.	Action	Reference	Unit responsible	Council \$	Priority Level
3.1.2	Upgrade stairs that provide western access to Koonarra Hall.	7.0	Economic and Environmental Planning	15,000	Medium
3.1.3	Replace and consolidate seating throughout the Park.	6.7	Economic and Environmental Planning	22,500	Low
3.1.4	Create path connection to link people entering the Park near the corner of Furneaux Grove and Balwyn Road to the carpark.	6.1 and 8.1.1	Economic and Environmental Planning	3,500	Medium
3.1.5	Update the main sign and replace other signs as necessary.	8.3	Economic and Environmental Planning	6,500	High
3.1.6	New path access and landscaping from Balwyn Road (between tennis court and cricket training net facility) to pavilion. Design new seating and paved space around pavilion.	5.1.2 and 6.1.3	Economic and Environmental Planning	42,500 \$35,000	Medium
3.1.7	Construct new path linking the Koonung Creek Linear Park to the playground, barbecue and exercise equipment area.	8.5	Economic and Environmental Planning	15,000	Medium
3.1.8	Install new kerb and channel at the corner of Estelle Street and Balwyn Road.	8.5	Engineering & Technical Services	30,000	Low
3.1.9	Provide line marking for a disabled carpark in close proximity to the sports pavilion and Koonarra Hall.	8.1.3	Engineering & Technical Services	2,000	High
3.2.0	Extend the west side of Balwyn Road footpath to the Koonung Creek Linear Park shared path.	KCLPMP recommend Area A9	Economic and Environmental Planning	KCLPMP budget	High
Objective 4: Enhance the landscape and protect the environment					
4.1.1	Remove the Photinia hedge located between the carpark and sportsground to improve sightlines to the sportsground.	8.4	Parks and Recreation	1,000	Low

Action No.	Action	Reference	Unit responsible	Council \$	Priority Level
4.1.2	Replace small section of cypress pine fencing on Kampman Street with bollards.	8.4	Parks and Recreation	3,000	Low
4.1.3	Install new garden beds to create a planted barrier between the playground, exercise equipment, barbecue area and Kampman Street.	8.4	Parks and Recreation	8,500	Medium
4.1.4	Create a garden bed in the grassed area above the tennis courts retaining wall to improve the safety of people walking in this area.	8.4	Parks and Recreation	20,000	Medium
4.1.5	Infill planting along the shared path in the vicinity of the Koonung Creek Linear Park sound wall.	8.4	Parks and Recreation	12,000	Low
4.1.6	New street trees on Kampman Street, Furneaux Grove and Balwyn Road and screen plant the switchboard and rubbish bins on Furneaux Grove.	8.4	Parks and Recreation	Streetscape Program	High
4.1.7	Remove synthetic cricket pitch located in the south eastern corner of the Park and return to open space.	8.4	Parks and Recreation	2,000	Low
4.1.8	Remove Melaleuca trees on the eastern side of the former tennis court site and thin out and prune some melaleucas on the southern boundary.	8.4	Parks and Recreation	1,500	High
4.1.9	Landscape carpark and provide shade planting throughout.	8.1.1	Economic and Environmental Planning	16,000	Low
4.2.0	Prune foliage from trees that are casting shadows within the carpark. Improve lighting in dark spots at the eastern and western ends of carpark.	8.2	Parks and Recreation	Operational	Medium
4.2.1	Protect the existing River Red Gums as significant landscape features within the Park.	8.4	Parks and Recreation	N/A	High
4.2.2	Additional tree planting through park and removal of vegetation as marked on the Masterplan.	8.4	Economic and Environmental Planning	8,000	High

Action No.	Action	Reference	Unit responsible	Council \$	Priority Level
4.2.3	Relocate water tank to Council depot.	8.6	Parks and Recreation	N/A	Low
Objective 5. Manage facilities and associated sports clubs effectively into the future					
5.1.1	Assess the lighting conditions in Kampman Street and Furneaux Grove.	6.2	Engineering & Technical Services	Operational	Medium
5.1.2	Continue to support tenant agreements with existing sports clubs.	6.0	Parks and Recreation	N/A	High
5.1.3	Continue to maintain infrastructure for multi use area including court surface, nets and other infrastructure required for tennis, basketball, netball and futsal soccer.	5.2	Parks and Recreation	AMS	Ongoing
5.1.4	Explore the following options for both daytime and evening tennis use: - Continued community use with the current model, or - Expressions of interest process for a community club to use the courts as an extra venue for competition, coaching and other community tennis programs.	5.2	Parks and Recreation	N/A	Medium
5.1.5	Maintain Koonarra Hall as per Council's Building Maintenance Cyclic Program.	7.0	Building Maintenance	N/A	Ongoing
5.1.6	Close off public access to area underneath Koonarra Hall to ensure community safety.	7.0	Building Maintenance	4,000	Medium
5.1.7	Review location of Curator's building in the long term	5.1.10	Economic and Environmental Planning	N/A	Low
TOTAL				467,000 \$494,500	

*High priority = 1-3 years, medium priority = 4-7 years and low priority = 8 years + from time of funding



Koonung Park Management Plan

Council is developing a management plan for Koonung Park in Bulleen and is seeking your feedback on what you would like to see for the future of this district reserve.

To support participation, health and wellbeing in our community, we encourage residents to get involved and be active in our local parks and reserves.

To ensure our parks can be enjoyed today and in the future, we need to plan for them.

What is a management plan?

A management plan provides direction for the future use, development and management of a park or community facility. For Koonung Park the management plan will ensure it continues to meet the needs of the local community.

Koonung Park is located on the corner of Fumeaux Grove and Balwyn Road and has a range of sport and recreation facilities, including a sports ground, three community tennis courts, exercise equipment and a playground for children aged 2 to 8 years.

Koonung Park also includes a hall for hire, Koonarra Hall, and links to the adjacent Koonung Creek Linear Park and the popular Koonung Trail.

The Koonung Creek Linear Park Management Plan was endorsed in 2011. Some of the actions outlined in that plan, that will benefit Koonung Park, include a new barbecue near the playground, bike rails at the public toilets and a footpath linking Balwyn Road to the Koonung Trail.

Existing plans for the park include upgrading the four floodlights around the sports ground to meet Australian standards for Australian Rules Football training. That project is in partnership with the Victorian Government and will be completed in April 2016.

How can you get involved?

To provide direction for its future use, we are seeking feedback on how you currently use Koonung Park and what you would like to see included.

To have your say, please complete this survey by 5.00 pm on Monday 14 December 2015.



For more information call our Economic and Environmental Planning Unit on 9840 9171 or to complete the survey online, visit www.yoursaymanningham.com.au/koonung-park

9840 9355

Your Say Manningham Survey December 2015

Appendix 1

- 1. How often do you visit Koonung Park?
 - Everyday/most days
 - 2 – 3 times a week
 - Once a week
 - 2 – 3 times a month
 - Once a month
 - 2 – 3 times a year
 - Once a year
 - Less often
 - Never – go to question 14
- 2. When do you usually visit the park?
 - Weekdays
 - Weekends
 - Both
- 3. Do you feel safe when visiting the park?
 - Yes
 - No
- 4. Why do you say that?

- 5. How do you usually get to the park?
 - Walk/run
 - Cycle
 - Car
 - Public transport
- 6. What are your main reasons for visiting Koonung Park? (please choose up to three)
 - Cricket ground
 - Cricket nets
 - Football ground
 - Tennis courts
 - Koonarra Hall
 - Playground
 - Exercise equipment
 - Other exercise
 - Access to the Koonung Trail
 - Access to public transport
 - Barbecue
 - Walk the dog
 - Other (please specify)

Koonung Park has three community tennis courts, which are available to the community free of charge. One of these courts is line marked for futsal soccer.

- 7. Before today were you aware of this free community facility?
 - Yes
 - No – go to question 11
- 8. Do you use this facility?
 - Yes
 - No – go to question 12
- 9. How often do you use the tennis courts?
 - Everyday/most days
 - 2 – 3 times a week
 - Once a week
 - 2 – 3 times a month
 - Once a month
 - 2 – 3 times a year
 - Once a year
 - Less often
- 10. How do you mainly use the tennis courts?
 - Training
 - Playing matches
 - Coaching
 - Futsal soccer
 - Other (please specify)

Please go to question 12
- 11. Now that you are aware that the community tennis courts are free, are you likely to use them in the future?
 - Yes
 - No
- 12. How would you rate Koonung Park overall?
 - Very good
 - Good
 - Neutral
 - Poor
 - Very poor

- 13. Why do you say that?

- 14. Is there anything Council could do to encourage you to use the park more often?

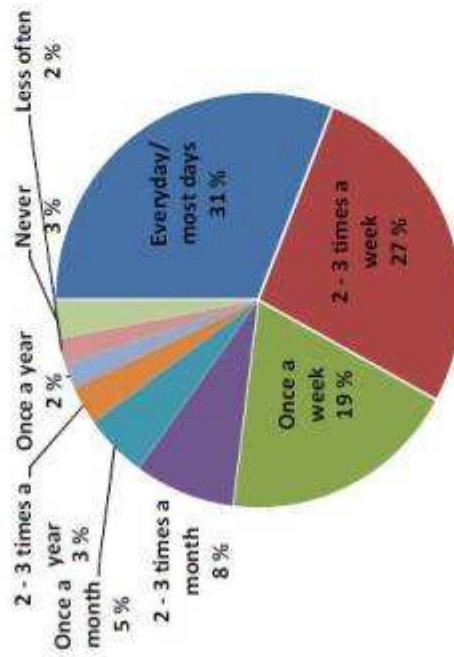
- 15. Do you have any further comments?

- 16. Which of the following best describes your household?
 - Couple with children at home
 - Couple with no children at home
 - Single parent with children at home
 - Lone person household
 - Group household
 - Other household
- 17. What is your age group?
 - 15 – 17 years
 - 18 – 24 years
 - 25 – 34 years
 - 35 – 49 years
 - 50 – 59 years
 - 60 – 69 years
 - 70+ years

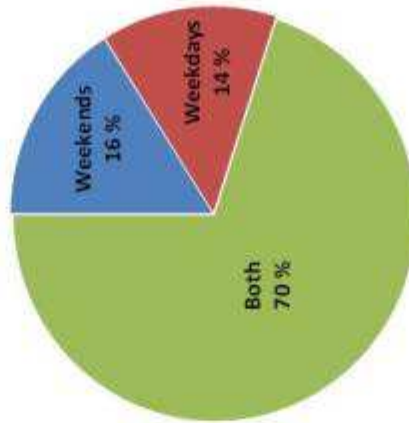
Thank you for completing our survey. Your response is very important to us.

Summary Report for 2015 Community Consultation

1. How often do you visit Koonung Park?



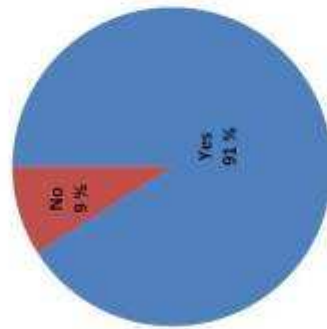
2. When do you usually visit the park?



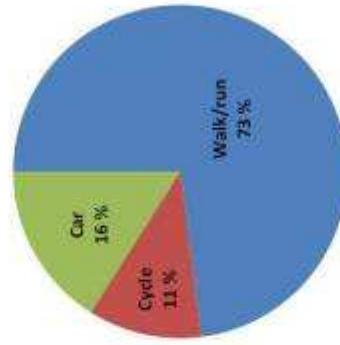
Appendix 2

Summary Report for 2015 Community Consultation

3. Do you feel safe when visiting the Park?



5. How do you usually get to the Park?



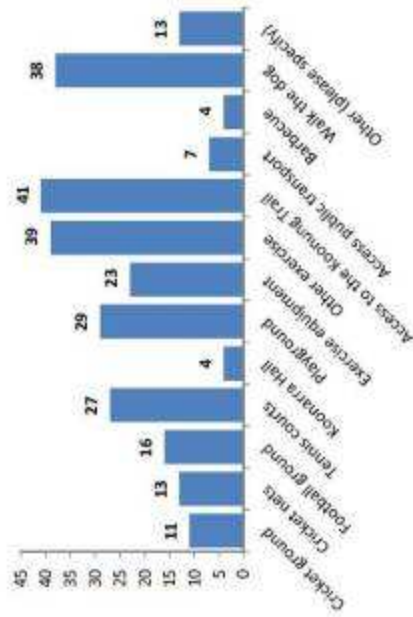
Source: Community Consultation 2015

Appendix 2

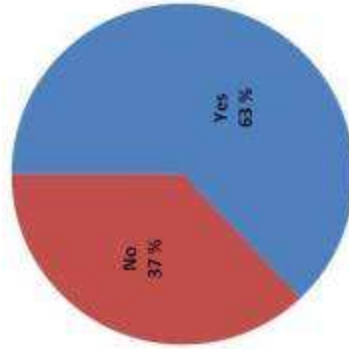
Summary Report for 2015 Community Consultation

Koonung Park has three community tennis courts, which are available to the community free of charge. One of these courts is line marked for futsal soccer.

What are your main reasons for visiting Koonung Park? (Please choose up to 3)



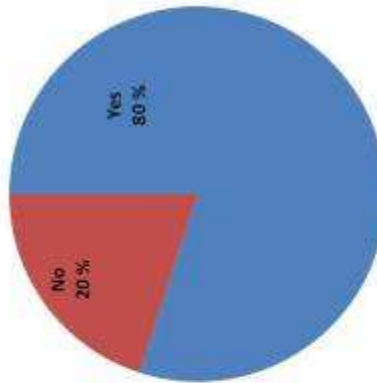
7. Before today were you aware of this free community facility?



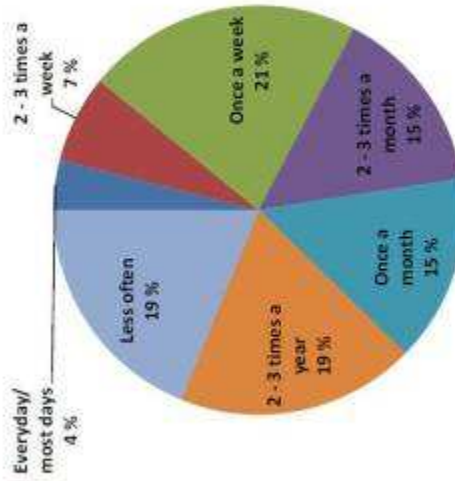
Appendix 2

Summary Report for 2015 Community Consultation

8. Do you use this facility?



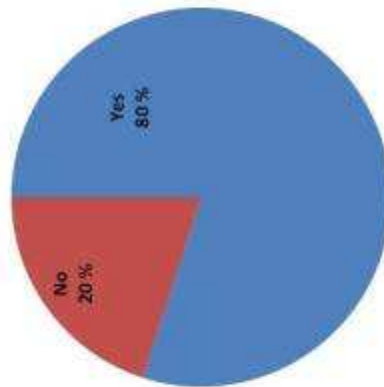
9. How often do you use the tennis courts?



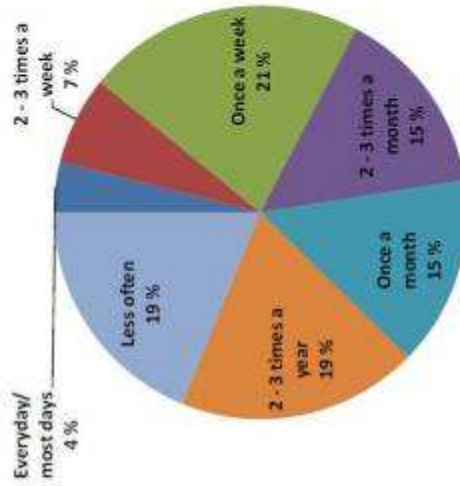
Appendix 2

Summary Report for 2015 Community Consultation

8. Do you use this facility?



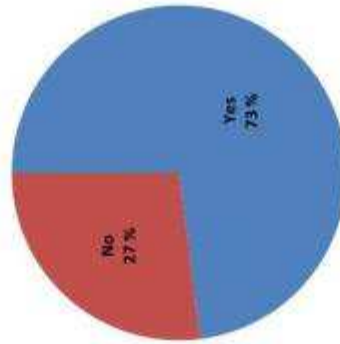
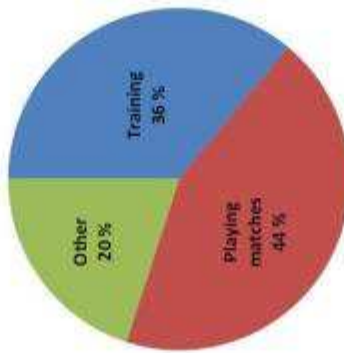
9. How often do you use the tennis courts?



Appendix 2

Summary Report for 2015 Community Consultation

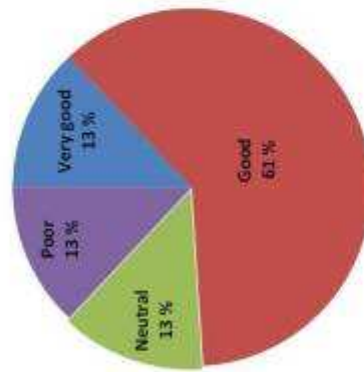
- 10. How do you mainly use the tennis courts?
- 11. Now that you are aware that the community tennis courts are free, are you likely to use them in the future?



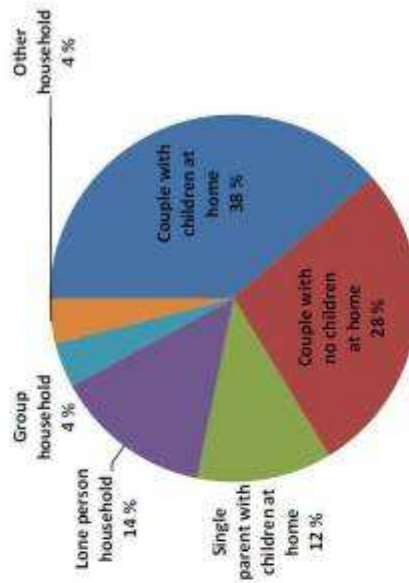
Appendix 2

Summary Report for 2015 Community Consultation

12. How would you rate Koonung Park overall?



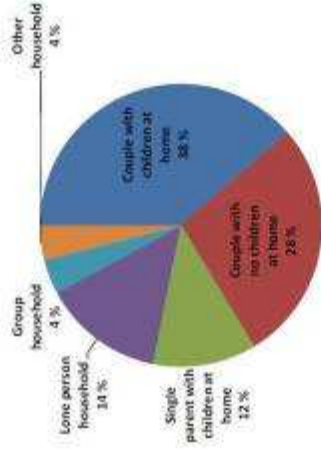
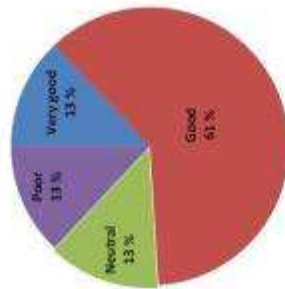
16. Which of the following best describes your household?



Appendix 2

Summary Report for 2015 Community Consultation

12. How would you rate Koonung Park overall? 16. Which of the following best describes your household?



17. What is your age group?

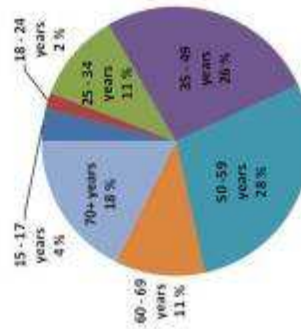




Figure 7. – Koonung Park Masterplan

ATTACHMENT 2
your say
 manningham
 Have your say about your city

Draft Koonung Park Management Plan

Council has developed a draft management plan to guide the future use, development and management of Koonung Park in Bulleen and is seeking comments from the community.

Koonung Park is located on Furness Drive in Bulleen, adjacent to Koorring Creek. It contains a playground, which is used to cricket and football by the community. There is also a play ground and outdoor sports equipment. Within the park, there are a number of significant over shed gum trees, as well as a variety of sports facilities for public use.

The draft management plan includes recommendations for the future of the park, based on feedback received following consultation with the public and the community during 2015.

Key actions outlined in the draft management plan include:

- Landscaping and planting throughout the park
- Getting new paths to improve access throughout the park to the community facilities
- Installing three new artificial cricket pitches, retaining existing one, and installing a new net to be used only for one teaming not accessible to the community
- Installing a new men's toilet around the playground
- Installing protective netting around the cricket pitch
- Providing options for the management of the community sports courts
- Improvements to the basketball
- An upgrade to the playground

Feedback received in relation to the draft plan will help inform the final management plan for Koonung Park.

Once the final Koonung Park Management Plan is approved by Council, the actions will be scheduled for implementation as part of Council's Strategic Capital Works Program.

Have your say

Submissions on the Koonung Park Management Plan must be made in writing either:

- Online at www.yoursaymanningham.com.au (Koonung Park Management Plan online at www.yoursaymanningham.com.au/koonung-park)
- By mail to: Peter Wilton, Manager Economic and Environmental Planning, PO Box 1, Doncaster, VIC 3100

Submissions close on Monday 6 June 2016.



Koonung Park



The existing cricket nets at Koonung Park – new and rebuilt cricket training nets are being provided in a new location.



The Red Pine Gum trees are a key feature of Koonung Park.



The sports ground at Koonung Park – new and rebuilt netball is one of the new features provided as part of the management plan.



The playground at Koonung Park is proposed to be upgraded as part of the management plan.

For more information and to have your say on the draft Koonung Park Management Plan, visit www.yoursaymanningham.com.au/koonung-park. Submissions close on Monday 6 June 2016.

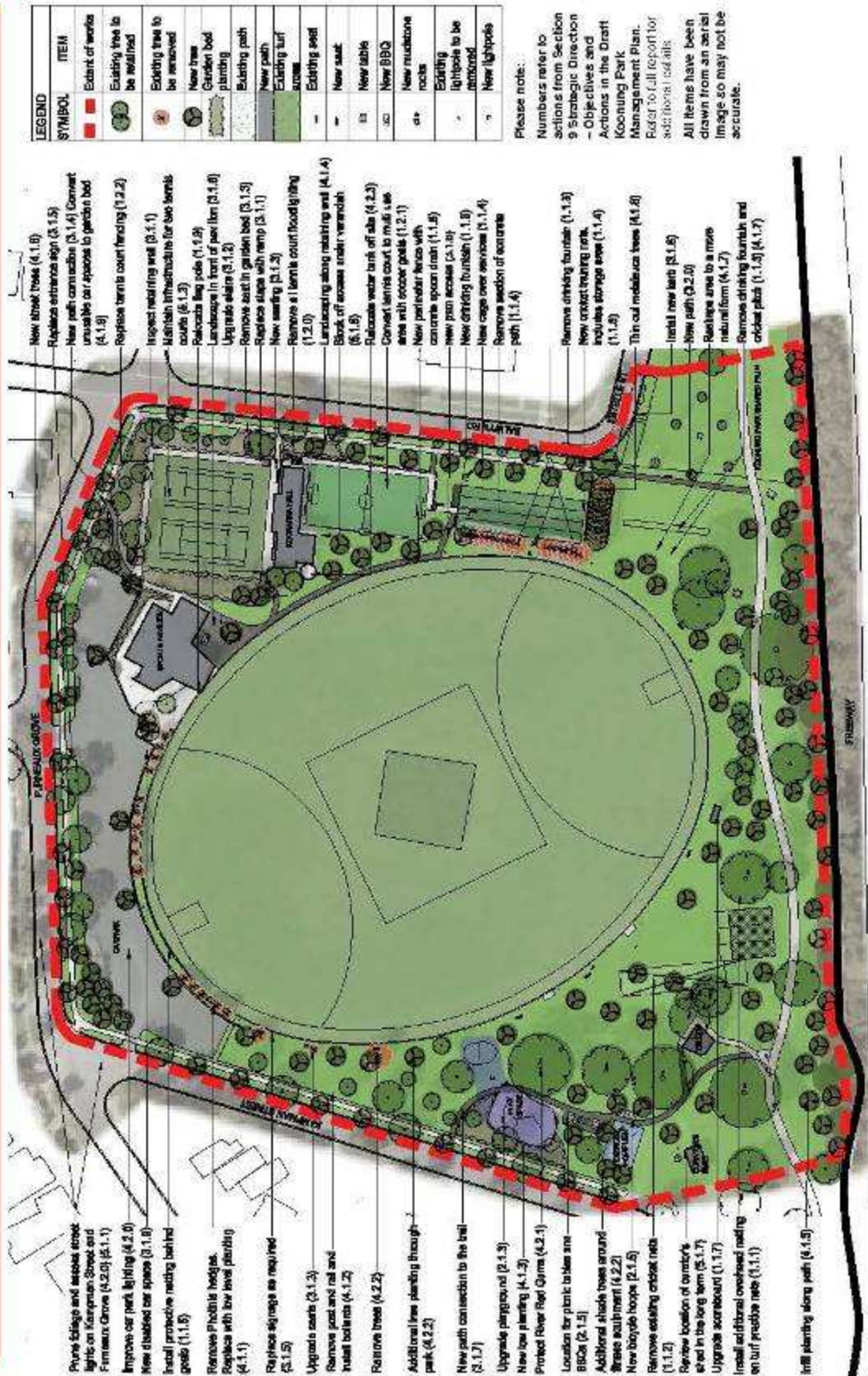
Enquiries to:
 Stephanie Langton, Recreation Planner,
 Manningham City Council, 888 Doncaster Road,
 Doncaster
 p 0340 9171

Interpretal services

 9840 9355

Please turn over

Draft Koonung Park Masterplan



SYMBOL	ITEM
[Red dashed line]	Extent of works
[Green circle]	Existing tree to be retained
[Red circle]	Existing tree to be removed
[Green circle with 'X']	New tree
[Green circle with 'X']	Garden bed planting
[Green circle with 'X']	Existing path
[Green circle with 'X']	New path
[Green circle with 'X']	Existing turf areas
[Green circle with 'X']	Existing seat
[Green circle with 'X']	New seat
[Green circle with 'X']	New table
[Green circle with 'X']	New BBQ
[Green circle with 'X']	New mudstone rocks
[Green circle with 'X']	Existing lightpole to be removed
[Green circle with 'X']	New lightpole

Please note:
 Numbers refer to actions from Section 9 Strategic Direction - Objectives and Actions in the Draft Koonung Park Management Plan.
 Refer to full report for additional details.
 All items have been drawn from an aerial image so may not be accurate.

- Plant signage and support erect lights on Koonung Street and Farnham Drive (4.2.0) (4.1.1)
- Improve car park lighting (4.2.0)
- New disabled car space (3.1.8)
- Install protective netting behind goals (1.1.5)
- Remove Phlox hedge.
- Replace with low level planting (4.1.1)
- Replace signage as required (3.1.5)
- Upgrade seats (3.1.3)
- Remove post and rail and trust balustrade (4.1.2)
- Restore trees (4.2.2)
- Additional low planting through park (4.2.2)
- New path connection to the hall (3.1.7)
- Upgrade playground (2.1.3)
- New low planting (4.1.3)
- Protect River Bed Gyms (4.2.1)
- Location for picnic tables area BBQs (2.1.5)
- Additional shade trees around fitness walkway (4.2.2)
- New bicycle hoops (2.1.5)
- Remove existing cricket nets (1.1.2)
- Review location of cricket's ground in the long term (3.1.7)
- Upgrade scoreboard (1.1.7)
- Install additional overhead netting on turf practice nets (1.1.1)
- Infill planting along path (4.1.5)

**Koonung Park Management Plan
SUMMARY OF SUBMISSIONS**

ATTACHMENT 3

No.	Comment	Council Officer Response	Recommended change to Draft
1.	<p>Resident</p> <p>Very disappointed you are reducing the number of public cricket nets to one whilst increasing the private use nets and the no. of tennis courts also reducing from 3 down to 2. For my family, which practices cricket at Koonung Park and plays tennis, you are destroying the amenity of this park. If the only sole cricket net is taken, we will be forced to practice cricket elsewhere at the park, potentially placing the public in danger of flying cricket balls. Both the nets and the tennis courts are heavily utilised in summer on weekends and there are often lengthy waits for the tennis courts. Reducing both the nets and courts will place increased demand and increase public tension for these facilities. If the private use nets are kept locked, presumably they will only be open during training sessions, so even club members will suffer if they want to do additional practice outside of organised training times.</p> <p>Please reconsider keeping the public facilities at their current level rather than reducing them. It's particularly disappointing to see the public robbed of one cricket net in favour of private use.</p> <p>Does the location and orientation of the new nets allow for sufficient run ups and is the proposed multi use court protected from errant cricket balls hit in that direction?</p>	<p>The draft Plan increases the total number of cricket nets from two to four. Three of these nets are proposed to be a locked facility for cricket club use only which reduces the number of cricket nets available for community use from two nets to one net. Public facilities can be retained at their current level and in the case of cricket, increase them. It is recommended that the four new proposed synthetic wicket training nets will allow full usage by the community when not in use by the club.</p> <p>Currently there are three courts available for free community use. The draft Plan converts the third tennis court to a multi use court that includes soccer, reducing free tennis to the top two courts only. Tennis can be retained on three courts along with futsal soccer (already line marked on the third court) and netball and basketball on the top two courts – making the whole area truly multipurpose for the community.</p> <p>Orientation and location of cricket nets. The footprint on the Masterplan does allow for sufficient run ups. As cricket is played in the summer and training is usually in the afternoon, Cricket Victoria recommends hitting south towards the freeway. There are no changes proposed to the orientation or location of the new cricket nets.</p>	<p>1. Amend Section 5.1.2 Cricket Training Nets and Action No. 1.1.4:</p> <p>Construct four new synthetic cricket nets accessible to the community on the eastern side of the Park.</p> <p>2. Amend Section 5.2 Tennis Courts and Action No. 1.2.1:</p> <p>Retain tennis on all three courts in a multi use area that includes futsal soccer on the southern tennis court and basketball and netball on the top two courts.</p> <p>Orientation and location of cricket nets - No change.</p>
2.	<p>Resident</p> <p>Any chance of cctv around pavilion area that is frequently used between 2.00 - 4.00 am for what sounds like drug exchanges?</p> <p>The position of the garbage bins facing Furneaux Grove is an eyesore</p>	<p>Whilst CCTV (closed circuit television) can assist in the prosecution of a crime (if clear footage is taken), there is evidence it does not deter crime. CCTV is also resource intensive as the cameras require monitoring. The best action is to report the alleged crime by calling 000.</p> <p>The sports clubs have a bin cage with four recycling bins and four rubbish bins. These are emptied by Council and remain locked while not in use. Rubbish bins should be well sited (in this case to the pavilion) and easily accessible. The disability carparking space proposed in this area and sufficient turnaround space required (from</p>	<p>CCTV - No change.</p> <p>3. Add: Section 8.8 Litter and amend Action No. 4.1.6:</p> <p>New street trees on Karpman Street, Furneaux Grove and Balwyn Road and screen plant the switchboard and rubbish bins on</p>

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	Glad to see removal of allergenic and ugly trees around seating area. Otherwise looks good.	parked cars) for the rubbish truck have been considered. The current location is the only suitable location in the pavilion vicinity but the bin cage should be screened to make it visually less unobtrusive. The recommendation is to screen the bins on Furneaux Grove with planting. Support noted – Trees around seating area	Furneaux Grove. Refer to Council Officer Response for proposed information in Section 8.8
3.	Resident Thanks for your draft plan I think it is a great start to upgrading a local area. Linking in with the Koonung Park with footpaths is a good idea as it also means you have an extra loop that you can walk or run when the oval is fairly wet. The need for better and more interactive playground area. This is a rebuilding area with young families and there is a lot you could do with this space. Some of the more interactive playgrounds like the ones at Ruffey Lake Park would be great to get here locally. Great idea with the bog at the playground and tables but can these have a shelter? Can I also suggest that the soccer turf pitch that is proposed can also have netball or basketball court markings? The inequality of use of this oval and court area by girls is quite obvious... And needs to be addressed by users. Drainage around the oval is sometimes an issue too.	When the playground is upgraded further consultation will be undertaken with local residents. However, as Ruffey Lake Park is a regional park catering for the whole of Marnham, the Koonung Park playground will always be on a smaller scale. A shelter can be added to the barbecue area, as will a litter bin – this is appropriate at Koonung Park. Basketball and netball rings can be included on the top two basketball courts. Drainage problems around the oval will be rectified with the proposed concrete spoon drain.	4. Amend Section 5.2 Tennis Courts and 6.4 Play. Add Action No. 1.2.3: Include netball and basketball rings on the top two tennis courts (as part of new fencing if possible) 5. Amend Section 6.5 Barbecue and Picnic Area. Amend Action No. 2.1.5: Provide barbecue facility (including bicycle parking, litter bin and picnic shelter) near playspace as recommended in Koonung Creek Linear Park Management Plan.
4.	Resident Throughout the plan it talks about lack of nearby parks and it quotes the large number of people who walk to this area - 71% of respondents - but no improvement is made to the walking tracks and paths nearby for walkers to get to this area. E.g. Koonung Creek Linear Management 2011 needs to be started and Harold Link needs to be improved. If this path was more attractive locals would not use the bridge and cross to North Bakwyn and walk to their wonderful parks.	Implementation of the Koonung Creek Management Plan commenced in 2012 with \$380,000 invested to date. Additional money has been budgeted for 2017/18 for further improvements.	No change.

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5.	<p>Resident</p> <p>Getting rid of the net on the bottom court is a major mistake. Almost all prefer the artificial grass to the hard courts because it's easier on the body. If the net was taken out I can see very little use being made of it, nothing like the use it gets as a tennis court. Letting a club take over the courts again is a bad idea. It would result in the courts being vacant all the time except for some coaching. I strongly dispute all 3 courts are not used at the same time. This is certainly not the case on either a Saturday or Sunday morning. Hard courts stay too wet to play for hours longer than artificial grass. A quick visit to the Koonarra courts after rain will show this.</p> <p>Note, the signs about no professional coaching have been very successful in stopping this activity.</p> <p>The bottom court for (informal soccer) when adjacent to an enormous oval which is used only on a Saturday arvo and one or two nights at after work hours for training. (Note: neither the football or cricket clubs have any junior teams). A couple of pieces of clothing can be put down for goals instead.</p>	<p>Refer to response to No. 1 for the changes relating to the tennis court area.</p> <p>The intention is to retain the tennis courts as a multi use community facility. However, it is also in Council's interest to ensure facilities are utilised to maximum benefit of meeting the needs of the community. The expression of interest process is an opportunity for existing tennis clubs to extend their program. One example could be if a club's usage is capped for Saturday morning junior competition and they require a second home base to meet the needs of their club.</p> <p>Private coaching signs – Residents should be informed that if any problems arise Council's Local Laws team can be contacted on 9840 9333.</p> <p>Bulleen Cricket Club has a strong junior program with six junior teams competing (including an all girls U. 15 team) plus a Milo in2cricket for the youngsters new to the game.</p>	<p>6. Amend Section 5.2 Tennis Courts to clarify Council's intention to retain tennis courts for community use and the expression of interest is an opportunity for a club to use the courts as an extra venue for competition, coaching and other community tennis programs.</p>
6.	<p>Resident</p> <p>Confusion between the 2015 consultation plan and the 2016 draft Masterplan – appears to be discrepancies and items that are not cross referenced – for example 'new light poles' and the 'location of picnic tables and BBQs.' In the previous 2015 plan an existing BBQ area was highlighted, adjacent to the 'sports pavilion. This same BBQ area, which still is used by the community, is missing among the items on the map of public assets in the 2016 plan.' Reading the 2016 plan alone, a casual reader would assume the provision of a new, initial BBQ area, not a second BBQ area.</p> <p>New initiatives exclusively benefit sports club users, rather than 'Bulleen community.' It could be argued that some of the new initiatives in the 2016 plan benefit the rental users of 'sports pavilion.' These users have recently enjoyed a \$750,000 newly-</p>	<p>The 2015 survey showed existing site conditions for Koonung Park to assist giving feedback. The information also explained the upgraded floodlighting project was separate to the management plan as external funding obligations had to be met by June 2015. Only the proposed changes are shown in the 2016 draft Masterplan and further information is given throughout the text in the Management Plan.</p> <p>The aim of the Plan is to obtain a balance between the provision of sports infrastructure and informal recreation opportunities. It is important to note that both types of activities are undertaken by local rate paying residents.</p>	<p>7. Amend Section 6.5 Barbecue and Picnic Area to clarify the barbecues next to the pavilion will be retained.</p> <p>No change.</p>

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	<p>built 'Sports Pavilion'. Other municipalities have included the cost of such a pavilion, as part of their precinct 'Master Plans'. Manningham Council has split these capital works projects, possibly making the Koonung Park 2016 Plan total cost look cheaper than it could have as a total package. Residents were not informed of how much — if any — the State Government grants may have contributed to that pavilion cost. In the new 2016 'plan', to be paid for, presumably by ratepayers entirely, there are items which do not assist the passive recreation enjoyment of Koonung Park by local users: two plus practice nets, 'protective netting' behind goals; removed patriotic flag-pole; and new practice lights (mentioned in the map of the 2016 'plan').</p> <p>The 'infill planting along the path' and other 'new trees' make the location a new hazard for casual walkers, especially people on their own, wary of people lurking behind trees and bushes.</p> <p>Many of the proposed assets to be removed, and replaced, are less than ten years old, and are serving the community safely, fit-for-purpose, and well-used. These include the playground equipment, water-tank, two practice nets, oval-side seats, and security car-park lighting. If these items are at the end of their depreciation schedules, then the plan could have mentioned this.</p> <p>Heritage - Among the items to be removed are well-loved existing local park features. The local melaleuca trees, to be 'removed' are the last remnants of local vegetation referencing the original indigenous owners (first-nation). The red-river gum trees do not feature in earliest photos of the land, when surveyed as part of Elgars' survey; those gum trees are, of course, valued in their own right, but the melaleuca deserves at least equal status. Then, there are the attractive Photinia hedges, due for removal. They</p>	<p>Koonung Park pavilion required refurbishment to meet current building and sporting association standards. Council funds the core components of sports pavilions and accordingly, the refurbishment was at Council's cost. Council prepares Management Plans for complex recreation areas with a range of uses and purposes. When the decision was made in 2012 to bring this pavilion up to various standards, there were no other issues pertinent to the site that required wider planning. The decision was made based on Council processes involving (but not limited to) the ten year capital works plan, asset management program and demonstrated ability for the clubs to meet community benefit and participation. The need for the management plan process arose when further issues, which included the need to upgrade cricket practice nets, install protective netting behind the goals, linking Koonung Park to the adjacent shared path and tennis court management, required resolution. It should be noted that the recent floodlight installation costs were shared 50/50 by the football club and AFL Victoria / Council.</p> <p>Planting is planned with the safety of pedestrians and park users in mind.</p> <p>The community and the sports clubs have requested the upgrade of these facilities which have been described in the Management Plan as ageing, unsafe or in the case of the water tank, better utilised at a different site.</p> <p>The Melaleucas (<i>Melaleuca linariifolia</i>) to be removed are indigenous to NSW and QLD. They were planted as a windbreak for the tennis courts that were removed about ten years ago. The River Red gums are examples of indigenous trees and more of these are planned for planting. The Photinia hedges are no more than 15 years old and have no heritage value. They are highly insect attractive, especially to a wide range of flies, so they will</p>	<p>Planting - No change.</p> <p>Removal of assets - No change.</p> <p>8. Amend Section 8.4 Open Space and Landscape Values to clarify species and heritage value of vegetation proposed for removal.</p>

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	are well-loved, and often used by picnickers in summertime, and football/cricket spectators, on hot days. These hedges are part of the immediate recognition of the area, and are used as reference point.	be replaced with a more suitable species for the spectators and picnickers on hot days.	
7.	Resident I would like a mountain bike track going along the freeway in the bushes so it is quite technical but not on the freeway side so not dangerous.	Mountain bike tracks are fun. The area referred to is Koonung Creek Linear Park and not Koonung Park. When the Management Plan is reviewed, there will be an opportunity to consider mountain biking.	No change.
8.	Resident We are strongly against fencing of the park. Cyclone wire is an eye sore and will completely change the 'look' of the park. It won't be as open clearly, and in time the wire deteriorates and potentially vandalised. Managing weeds underneath will add further complexity and as the job of weed removal was so badly done (as per the picture in your brochure) last summer I don't have too much faith in how this will be managed in the future. If the park isn't broke why change anything. New lighting is currently being installed around the oval for night football training, but you're removing tennis court lighting. One sport gets new (expensive) lighting and another one has it removed? Why? These courts are used a lot. My wish list would be for a bmx track or skateboard facility on this side of the freeway along the Koonung trail...but I think that would be pie in the sky. Love the idea of new BBQ and picnic tables, new trees, seating around the place, water taps. These are great improvements. New concrete was laid in front of cricket nets only a couple of years ago, so I hope it will not all go to waste. Half court basketball/netball court could go here or the new proposed soccer goal area can also have basketball/netball incorporated into it. Bulleen is a big basketball and netball area which both boys AND	<p>The primary reason for perimeter cyclone fencing is safety, preventing balls leaving the ground onto adjacent areas. This is especially important on the western side of the ground where there will be a hub of informal activities (playground, barbecue and exercise equipment). The concrete spoon drain under the fence will replace the need for weed removal. Some areas will remain open fenced to retain community access onto the ground.</p> <p>There is tennis court lighting on the top two courts. These lights work but a 2016 external audit states that the poles, and fixtures are in poor condition and recommends that the existing system be decommissioned. The sportsground lighting involved several funding partners (including the football club) and usage of these lights is paid for by the football club.</p> <p>Refer to the above comment in no. 7 about the mountain bike track</p> <p>Support for improvements noted – barbecue, picnic tables new trees</p> <p>Basketball and netball will be added to the Park and three tennis courts retained. Unfortunately the existing concrete area next to the turf wickets is unsuitable as it poses a safety risk for any activity nearby.</p> <p>In the last couple of years, female only competitions</p>	<p>Cyclone fencing - No change.</p> <p>9. Amend Section 5.2 Tennis Courts to clarify the current state of tennis court lights are in poor condition and a 2016 audit recommended they are decommissioned.</p> <p>BMX – No change.</p> <p>Basketball and netball: Refer to recommended change No. 4.</p>

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	<p>GIRLS participate in.</p> <p>Overall it seems traditional seasonal sports such as cricket, football and soccer and which are dominated by men is being catered for yet again. Sports in which girls are well represented basketball, netball, and tennis are either being curbed or not looked at. Thanks for the opportunity to comment.</p>	<p>introduced to both football and cricket is having a big impact on traditional male dominated sport. Bulleen Cricket Club introduced its first all girls team in 2015 and is hoping to strengthen this in 2016. The two additional cricket nets will assist this.</p>	
9.	<p>Resident</p> <p>I live 100 metres from the park and many of my friends and family use Koonung Park daily for a jog around the oval, walking the dogs, kicking the footy or playing tennis.</p> <p>Whilst we think the outdoor gym was a great idea, we haven't really seen anyone using it since its completion. We all gave it a go once or twice but it hasn't seem to have taken off the same as the outdoor gym on Koonung trail. My theory is that the people in our community are more social and enjoy team orientated activities which explains why there are always people running around the oval together and also why it is so hard to get a free tennis court.</p> <p>Koonung Park is missing one key element that a lot of other parks all have, an outdoor basketball ring. Our sporting community would love the new edition of an outdoor court and it would get plenty of use from everyone of all ages.</p>	<p>it is difficult to anticipate how popular exercise equipment will be in parks. More programs will be implemented to assist increasing the uptake of the Koonung Park equipment. Once the barbecue area and paths linking the Koonung Creek shared path are established, the equipment may also gain more use.</p> <p>Basketball will now be included as part of the Plan - Refer to response to No. 1.</p>	<p>Exercise equipment - No change.</p> <p>Basketball and netball: Refer to recommended change No. 4.</p>
10.	<p>Resident</p> <p>The playground needs to include more toddler friendly equipment, a fence along the road side to give parents more time to catch children wandering off or chasing balls near the road. Ideally this playground could be the location for Manningham mothers and children to meet/socialise and play safely. Can we include barbecues and picnic tables and a covered bulletin board for community meet up groups. For people to come to this area, I believe the playground needs to be different from every other standard metal/plastic playground around. Sand on the floor makes it perfect for those babies just starting to walk and is more enjoyable for children to play/dig/ explore/climb in a natural</p>	<p>When the playground is upgraded further consultation will be undertaken with local residents.</p>	<p>No change.</p>

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	<p>setting. Let this money give manningham its own little piece of paradise to connect new and existing families with small children. I'm hoping we may have one basketball ring put up in the new updated park, preferably near the playground so older children can still be supervised whilst the younger ones are on the playground.</p>	<p>Basketball will now be included as part of the Plan - Refer to Council Officer Response to No. 1 and No. 3.</p>	<p>Basketball and netball: Refer to recommended change No. 4.</p>
11.	<p>Bulleen Cricket Club</p> <p>The Bulleen Cricket Club is appreciative and excited at being involved throughout all stages of the Koonung Park Management Plan. The club strives to be a very strong club in the Eastern Cricket Association while providing the opportunity to play competitive cricket to all age groups across the local community. The club is also committed to increasing the female participation it has already established.</p> <p>In order to realise our vision, the club is committed to fully utilising its home base at Koonung Park. To do this we need to maximize the efficiency of the resources we have at our disposal both with facilities and the people that volunteer their time to coach, organise and run the club.</p> <p>With no junior base or playing ground we see the utilization of Koonung Park as the clubs only option and key facility to developing a strong club. Ideally the placement of an overlapping ground and an increase in practice facilities was seen as a key to delivering this. We understand the position of the council in not supporting the overlapping junior ground, but would like to re-emphasise that a junior home ground base remains a high priority. The development of the extra training facilities, as proposed in the management plan, is fully supported and extremely important to the club. We see this as necessary to maximizing both cricketer development and community involvement both at a player and more importantly volunteer assistance level. The lack of training facilities forces the club to spread the training times of all our sides over every day of the week and over different venues. There are several volunteers, which because of this, are spending 6-7 days at the club helping</p>	<p>The Bulleen Cricket Club's first all girls team in 2015 is noted. Hopefully the new cricket practice nets will assist and more local junior girls will be recruited for future cricket seasons.</p> <p>All junior competition is played on a synthetic centre wicket. Koonung Park has a turf wicket which makes it unsuitable for a junior home ground base. Council will continue to work with the club to determine a suitable outcome for a junior base.</p>	<p>No change.</p> <p>No change.</p>

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	<p>out – this does not help maintain or encourage people to be involved.</p> <p>The proposed extra net facility will allow the club to better coordinate and synergise its operations, as well as allow for the expected increase in female cricket participation. The key point to this is that the existing facilities need to remain as they are. The Club does not want the two synthetic nets adjacent to the turf facilities removed when the new facility is added. The senior club fields sides in both turf and synthetic competitions and to successfully maximize the coaches and volunteer organisers, it is essential that the senior side trains together. Not on opposite sides of the ground. The new net facilities will be used to enable the junior sides to simultaneously train at the same time as seniors. This will create a great community group that will encourage continued participation of players and volunteers throughout the whole club. The club believes if the current nets design was altered that the synthetic nets could still be fully utilized while maintaining the community's safety.</p> <p>The Bullleen Cricket Club supports all other aspects of the Koonung Park Management Plan and is keen to work co-operatively with Council in developing a junior base for our club.</p>	<p>A key outcome to this Management Plan is to ensure there is a balance between sporting infrastructure, informal recreation opportunities and amenity, such as trees for habitat and shade and a path network creating pedestrian links. The number of synthetic cricket nets will increase from two to four practice nets and taking into account the existing turf practice nets, this is considered sufficient to meet the needs of the club. Other reasons include the safety issue identified with the nets being located close to the playground and proposed barbecue area and separating the sports infrastructure from the informal recreation activities.</p> <p>Council officers will work closely with the club in the implementation of this plan.</p>	<p>10. Amend Section 5.1.2 Cricket Training Nets to clarify the reasons for removing the existing cricket practice nets which are outlined in the Council Officer Response.</p>
12.	<p>Resident</p> <p>The playground needs to accommodate younger children. My husband plays cricket at the club and we often have to take cover from balls hit out of the nets during training nights. There is also limited shelter around the grounds/ playgrounds for spectators as the new pavilion is used by the club for scorers. The mesh fencing is a great idea to stop stray kids and dogs accessing the grounds during play.</p>	<p>When the playground is upgraded further consultation will be undertaken with local residents. The two existing cricket practice nets will be removed and returned to open space</p> <p>Koonung Park is a typical local football/cricket ground which the only shelter is generally at the pavilion. A shelter is now proposed to be included in the barbecue area.</p> <p>Support noted – mesh perimeter fencing</p>	<p>Playground - No change</p> <p>Shelter: Refer to recommended change No. 5.</p>
13	<p>Resident</p> <p>Item 2.1.5: Nature of park as structured sport and passive recreation does not support need for picnic tables and BBQs bix Exercise equipment and Play space</p>	<p>Picnic tables, barbecues and exercise equipment adjacent to a playspace complement the use of the area as they add another element to encourage visitors to extend their stay at the Park.</p>	<p>Barbecue area - No change.</p>

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	<p>Many park users are local and other users that drive, so question need for bicycle hoops.</p> <p>Items 4.1.3 and 4.2.2: To ensure after hours safety, playspace and exercise equipment should be highly visible and not planted with trees</p> <p>Item 5.1.3: Tennis courts should be maintained to good standard, including nets</p>	<p>Local people also like to ride their bikes to the park (especially children) if there is somewhere safe to leave bikes. Bicycle hoops will also encourage cycling families using the Koonung Creek shared path to stop and play at Koonung Park and perhaps use the barbecue.</p> <p>Planting around the playspace and exercise equipment will be designed to ensure the area remains highly visible.</p> <p>Community tennis courts are maintained to ensure sufficient public safety. The playing conditions of community tennis courts are not maintained to the same level as club based tennis courts.</p>	<p>Bicycle hoops - No change.</p> <p>Planting - No change.</p> <p>Tennis court standards - No change.</p>
14.	<p>Resident</p> <p>This is an amazing proposal and will be well-used and appreciated by us all in our local community, especially my three children! We frequent this park all the time as we live in walking distance and love the space there. It will be more loved with its improvements.</p>	<p>Support noted.</p>	
15.	<p>Resident</p> <p>We would be very happy for any kind of parkland improvement to take place for the betterment of the community.</p>	<p>Support noted.</p>	
16.	<p>Resident</p> <p>Currently there are two existing cricket nets at Koonung Park which are for public use. On a Saturday and Sunday and during the school holidays both of these two nets are always utilised by families practicing cricket bowling and batting with their children. My issue and concern is that you are planning on creating three new training nets however, only one will be accessible for public use. Could I please urge Council to reconsider this idea and perhaps have two public training nets that can be used as is currently available for families? It would be a shame if the well known and publicly utilised cricket oval only had use of one training net for children to learn and practice their cricket skills.</p>	<p>Cricket nets - Refer to Council Officer Response to No. 1.</p>	<p>Cricket nets: Refer to recommended change No. 1.</p>

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17.	<p>Resident</p> <p>We strongly advocate an outdoor walking track with shock absorbing material and a UV protected top cover and sufficient lighting at night or an indoor walking track open till late so that people can enjoy the walk in an all weather proof environment.</p>	<p>It is not possible for a facility of this type to be provided at Koonung Park. Walking groups are offered at both The Pines and Doncaster shopping centres. The Tom Kelly athletics track in Doncaster is also open 24/7 to the public for walking.</p>	<p>No change.</p>
18.	<p>Resident</p> <p>Our family is supportive of the Plan. We do have one item that we feel has been overlooked and would like it to be considered as part of the plan.</p> <p>The rubbish bins have recently been re-located to the Furneaux Grove entrance to the Reserve without any form of screening - not only is this un-sightly "first impression" to the Park, it is particularly ugly from a neighbours' view point.</p> <p>Additionally, the illegal rubbish dumping has increased markedly - it is almost as though dumpers' consider Council has done them a favour. There have been a number of quite nasty incidents when dumpers are confronted. It is our suggestion that a more secure bin facility be installed with landscape screening. We now additionally have another un-sightly structure in the form of a large sub-station installed as part of the lights up-grade - we request that landscaping screening also be considered as part of the plan.</p>	<p>Support noted.</p> <p>Refer to the response in no. 2 about the rubbish bins. The new structure nearby is the new main switchboard for the Park. While access is required to the switchboard, it will be screened with planting from Furneaux Grove.</p> <p>These bin cages are designed so they have to be unlocked and opened before putting rubbish into them. Council has not received any complaints about illegal rubbish dumping in these bins. Council will investigate any reports.</p>	<p>Rubbish bins. Refer to recommended change No. 3.</p>
19.	<p>Resident</p> <p>Your own statistics indicate the popularity of the tennis courts, and that it is likely to increase as more people are now aware of their existence thanks to the survey. In light of this it seems odd to remove the net from the third tennis court to use it as a futsal venue. As the majority of users of the courts are in the 36-59 year age group, the third court is more valuable as it is a synthetic surface and much easier on the body compared to the upper courts, which are hard courts. Also, contrary to your own findings, my experience, whilst limited to Saturday, Sunday and Monday, is that whenever I have been using a court, all 3 are in use simultaneously. As a local ratepayer, it is difficult for me to see</p>	<p>Refer to response to No. 1 for the changes to the tennis court area.</p>	<p>Tennis courts. Refer to recommended change No. 2.</p>

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	how converting a tennis court to a futsal venue will be beneficial for the community. As for the long term plans, I sincerely hope you choose option 1. One only has to look at the dearth of activity and falling member numbers most existing tennis clubs are currently experiencing to see how option 2 would work out, not to mention taking away a valuable community resource.		
20.	Probus Club of Doncaster All members were in accordance with the Draft Plan and especially the proposal for a Disabled Park to be included in the parking area at Koonarra Hall. The removal of the steps to a ramp leading to the Hall is of great advantage.	Support noted – disabled carparking.	No change.
21.	Resident - Question from Your Say Manningham Will there be shelter over the new proposed bbq area near the children's playground? Also is there a draft of what the playground will be upgraded to include? Or design?	When the playground is upgraded further consultation will be undertaken with local residents presented with a draft concept design. A picnic shelter will be included in the barbecue area	Shelter: Refer to recommended change No. 5.
22.	Resident - Question from Your Say Manningham A cyclone mesh fence will limit access to the oval. Why is it necessary to install a cyclone mesh fence? How many access points will there be around the perimeter of the oval? Will there be any provision for a netball/(basketball) posts in the new "multi use area with soccer goals	Cyclone fencing is a safety measure; preventing balls leaving the ground onto adjacent areas. Refer to Council Officer Response to no. 8 for more detail. There will be enough access points to retain ample community access onto the ground	Basketball and netball: Refer to recommended change No. 4.
23.	Resident - Question from Your Say Manningham I would like to request the addition of a basketball court or half court, separate from the multi-purpose area with soccer goals. I have lived in the area for 10 years, grew up here. I am now 27 and have to travel to local primary schools to practice shooting. When I go to primary schools there are lots of teenagers and pre-teens practicing shooting and it gets crowded. I propose that it is positioned around new path 3.2.0, remove drinking fountain and cricked pitch 1.1.3, 4.1.7 or just anywhere in the park area would be great! Teenagers would love this and so would adults. I know I would go down every day to blow off some steam and get fit.	Basketball will now be included as part of the Plan - Refer to response to No. 1.	Basketball and netball: Refer to recommended change No. 4.
24.	Advice from United Energy		

11. Amend Section 5.1.7
Scoreboard, Amend Action

**Koonung Park Management Plan
SUMMARY OF SUBMISSIONS**

ATTACHMENT 3			
No.	Comment	Council Officer Response	Recommended change to Draft
	Power supply regulations stipulate infrastructure requiring power must be located on the title that contains the power supply. The title where the existing scoreboard is located does not contain a power supply.	Koonung Park was consolidated from 36 separate small titles to two titles in 2016. The location of the existing scoreboard is located on a title that does not have a power supply. An electronic scoreboard will need to be relocated to the title that does contain the electricity supply. The new location will most likely be on the western boundary of the sports ground.	No. 1.1.7: Upgrade and relocate scoreboard in line with Council's Outdoor Sports Infrastructure Guidelines and Council's Outdoor Advertising on Council Owned and Managed Property Policy.

10.3 Economic and Environmental Planning Annual Reports (Council Plan)

Responsible Director: Director Planning & Environment

File No. T16/148

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to summarise annual reports prepared in relation to economic, environmental, recreational, residential planning and Doncaster Hill for Manningham.

The reports respond to Council's Annual Initiatives 2015/2016 related to delivery of the Council Plan 2013-2017. In particular the reports relate to sustainable management, monitoring and enhancement of the natural and built environment; the Residential Strategy (2012); Doncaster Hill Strategy (2002, revised 2004); the Economic Development Strategy 2011-2030; and the Active for Life Recreation Strategy 2010-2025).

The report recommends that the annual reports be noted as completing the related 2015/2016 annual initiatives and will be published on Council's website.

1 BACKGROUND

1.1 The following are included as Annual Initiatives for 2015/2016 related to the delivery of the Council Plan 2013-2017.

No.	Goal	Name	Description	Measure of Success
9	2.3	Sustainable Management, Monitoring and Enhancement of the Natural and Built Environment	To continue to implement services and programs as identified in Council's key environmental strategies including <i>Bushland Management Strategy</i> , <i>Green Wedge Strategy</i> , <i>Climate 2020 Action Plan</i> , <i>Securing the Future</i> and <i>Carbon Action Plan</i> .	Successful achievement of major projects on the Natural Environment (18), Environmental Stewardship/Education (5) and Sustainability projects (7) by 30 June 2016.
14	4.2	Manningham Residential Strategy (2012) Implementation	To continue to implement the high priority actions of the <i>Manningham Residential Strategy</i> by developing new planning policies and controls.	Commencement or progressing of 90 per cent of the strategy's short term actions by 30 June 2016. <i>Note: These actions include implementation of the Doncaster Hill Strategy.</i>

No.	Goal	Name	Description	Measure of Success
18	5.2	Economic Development Strategy Implementation	To continue to implement the Economic Development Strategy with a particular focus on enhancing Manningham's tourism and activity centres to improve the economy of the City.	Development and commencement of a Visitor and Tourism Marketing Plan by 30 June 2016.
19	5.3	Active for Life Recreation Strategy Implementation	To continue to implement the Active for Life Recreation Action Plan.	Delivery of six diverse recreation programs that encourage our community to be more physically active in our parks and open spaces by 30 June 2016.

1.2 In accordance with previous annual initiatives annual reports have been presented to Councillors for the past several years in relation to the following:

- Environment programs and services related to the implementation of Council's key environmental strategies including *Bushland Management Strategy (2012)*, *Green Wedge Strategy (2004) and Action Plan (2011)*, *Climate 2020 Action Plan (2009)*, *Securing the Future (2012)* and *Carbon Abatement Plan (2014)*.
- *Residential Strategy (2012)*.
- *Doncaster Hill Strategy (2002) (Revised 2004)*.
- *Economic Development Strategy 2011-2030 (2011)*.
- *Active for Life Recreation Strategy 2010-2025 (2011)*.

1.3 Each of the strategies identified above include an Implementation Plan with recommended timeframes for the delivery of actions.

2 PROPOSAL/ISSUE

2.1 The following Annual Reports are attached:

- Environment services and programs– Refer Attachment 1.
- Residential Strategy – Refer Attachment 2.
- Doncaster Hill Strategy – Refer Attachment 3.
- Economic Development Strategy – Refer Attachment 4.
- Active for Life Recreation Strategy – Refer Attachment 5.

2.2 Some highlights from each of the reports are provided below:

Environment Programs and Services Annual Report (Attachment 1)

- 2.3 The key elements of Council's environmental services and programs include protecting biodiversity, saving energy and encouraging the community to be environmental stewards.
- 2.4 30 programs were envisaged for the year. 25 programs were successfully implemented, two were partially implemented, one not implemented at all and two programs collapsed into other programs. Therefore, 28 programs are included in the report (Attachment 1).
- 2.5 In the biodiversity or natural environment area, 18 environmental seminars and nature walks were held and continue to be popular; 85 residents were assisted with grants for sustainable land management work; 4850 Landcare group volunteer hours were worked; and extensive weed control work was done on 40 hectares of ecologically important private properties.
- 2.6 In the energy saving and sustainability area, a Council funding model has been approved for the switch to energy efficient LEDs for 4800 streetlights; a Food Security Plan was adopted and the Positive Charge service facilitated 43 household solar installations and other energy efficiency actions.
- 2.7 In the community stewardship area, 1500 people attended the Smarter Living Program to learn about healthy cooking, waste reduction and sustainable gardening; the MC2 community garden was expanded; and hundreds of school students attended Currawong Bush Park environmental education days.
- 2.8 Looking forward, some State Government policy reviews are underway which may provide an important opportunity to shape environmental policy, particularly in the areas of native vegetation and biodiversity. In a constrained financial context, new and innovative approaches to funding and partnerships will be necessary, such as the potential for 'shared services' with other local governments.
- 2.9 Consideration will also be given to streamlining the 2016/17 environmental reporting by reducing the number of projects from what was included in the relevant 'measure of success' under 'Enjoy and Protect Our Natural Spaces' in the Strategic Resource Plan 2016-2020 & Annual Initiatives 2016-17. Mostly, this can be done by collapsing some projects together while not diminishing the ability to achieve strategic goals, such as preserving our open spaces, bushlands, creeks and rivers.

Residential Strategy Annual Report (Attachment 2)

- 2.10 Of the Strategy's short term actions, 22 out of the 24 have been progressed or completed, which is close to 92% (target 90%).
- 2.11 Both building activity and planning applications continue to reflect increased diversity in housing products (townhouses and apartments) and that this growth is being directed to areas along main roads and around activity centres. A trend to including more 3 bedroom apartments in this area is also evident. This, together with Council's continued efforts to improve footpaths in these areas, is enhancing walkability.
- 2.12 The priority actions of 2015/16 have been successfully addressed, including:
- Amendment C109, which implements the findings of the municipal flood mapping, was prepared and exhibited in November 2015. The

submissions received as part of the exhibition are currently being reviewed.

- Amendment GC42, which introduces an ESD policy into the Manningham Planning Scheme, was prepared and exhibited in February 2016 and the Panel Hearing occurred in June 2016.
- Consultants were engaged in May 2016 to prepare a report that recommends a public open space contribution rate that could be included in Clause 52.01 of the Manningham Planning Scheme. The work is expected to be completed in the coming months.
- Amendment C110 was gazetted on 3 March 2016. This amendment provides greater policy direction for development in the Low Density Residential zone. Amongst other things, the Amendment had changes to Clause 21.06 to reflect the importance of the existing local road network and typology to the character of Low Density Residential areas.

2.13 Looking forward, the proposed key projects for 2016/17 include:

- Further progression of Amendment C109 that implements the findings of the municipal flood mapping.
- Further progression of GC42 that introduces an ESD policy for inclusion into the Manningham Planning Scheme.
- Completion of work that will determine a public open space contribution rate that could be applied across the municipality outside Doncaster Hill, as well as within the Doncaster Hill precinct, by way of an amendment to the Manningham Planning Scheme to introduce or amend the public open space contribution rate into the Schedule to Clause 52.01.
- Commencement of scoping and project planning to inform the preparation of a planning scheme amendment that introduces a development contribution rate across the municipality outside Doncaster Hill.
- Update of population forecasts based on revised assumptions and actual dwelling activity since the 2011 Census.

Doncaster Hill Strategy Annual Report (Attachment 3)

- 2.14 Property prices hit a record high, with land exceeding \$5000 per square metre. During 2015/2016 296 more apartments were completed, 892 were under construction (six developments) and two permits issued for an additional 182 apartments.
- 2.15 As part of the implementation of the Doncaster Hill Mode Shift Plan adopted by Council in July 2014 the Doncaster Hill Behaviour Change Plan was adopted by Council in March 2016. The aim of the Plan is to encourage a change in travel behaviour for existing and future residents, employers and employees in Doncaster Hill, to increase the use of sustainable transport modes for local trips and decrease private vehicle use in order to reduce congestions and adverse environmental impacts, as well as improving community health and wellbeing.
- 2.16 A review of the proposed traffic and transport infrastructure identified in the Doncaster Hill Development Contributions Plan 2005 has also commenced as another key action of the Mode Shift Plan.

- 2.17 Council and the Doncaster Rail Advocacy Steering Committee (DRASC) which has more recently been transformed into the new Integrated Transport Advisory Committee (ITAC) have continued their advocacy for achieving a Doncaster Rail Link to Manningham by 2029, as a long term objective, with other short and medium term advocacy objectives, such as formally preserving the Eastern Freeway alignment for rail, through the provision of a Bus Rapid Transit (BRT) network along this corridor in the interim (medium term).
- 2.18 Co-funded by VicHealth's Community Activation Program, the outdoor forecourt of MC² was transformed into a Plaza Park, a vibrant community space designed to accommodate a wide range of community programs and events from September 2015 – April 2016. During the 8 month period, 70 programs and events were run, ranging from exercise sessions to events in partnership with the Arts Centre and Circus Oz attracting over 15,000 participants.
- 2.19 The community food garden expanded from 12 to 24 boxes and a total of 30 food harvests were donated to the Doncare food bank.
- 2.20 Looking forward, Doncaster Hill continues to be successful in attracting large scale residential apartment investments. A need has been identified to better plan for employment-generating uses outside of Westfield in order to support local jobs creation.
- 2.21 A regional plan has also been developed, which provides clear direction for economic growth in the Melbourne East. This will assist with marketing Doncaster Hill as a prominent investment opportunity. Work has commenced on a Co-working Discussion Paper. This paper will help identify the opportunities and demand for a co-working facility in Doncaster Hill to service home-based businesses in Manningham.

Economic Development Strategy Annual Report (Attachment 4)

- 2.22 During 2015/2016, 94% of the 168 actions in the *Manningham Economic Development Strategy* were either delivered or completed by 30 June 2016. It should be noted that 78% of all the action are defined as *Ongoing*.
- 2.23 The *Visitor and Tourism Marketing Implementation Plan 2015/2016* was finalised in August 2015. The purpose of that plan is to develop a series of activities to encourage visitation and additional spend in Manningham.
- 2.24 Partnerships and an increased role in regional issues have also placed Manningham in a good position moving forward. The continued success of *the Manningham Business Excellence Awards* and *Women Inspiring Business Expo and Lunch* as feature events has created a stronger business community and has promoted Manningham as an ideal place to do business.
- 2.25 The *Business Development Program* was again successful for 2015-16 and included 54 events with 1,622 attendees. This was delivered at a minimal cost through leveraging and partnering with external agencies.
- 2.26 Launched the new *Manningham Business* website, built Wordpress platform providing an easy to use content management system that allows businesses to manage and control their content on the *Local Directory*.

- 2.27 The *Looking Forward* section of the report (page 40) highlights 11 initiatives that will be the focus of the *Economic Development and Tourism* team for 2016/2017.

Active for Live Active Recreation Strategy Annual Report (Attachment 5)

- 2.28 In relation to planning for recreation, there has been a focus on increasing participation, active travel and encouraging residents to be active in our parks and natural spaces. Significant investment has also been made in highball, Aquarena Aquatic and Leisure Centre and infrastructure for sports such as football, cricket, tennis, baseball and bowls.
- 2.29 The Active for Life Recreation Strategy 2010-2025 Action Plan is nearly complete. 80% of the project specific actions have been completed, with the final 20% to be completed over the next few years. 40% of the listed actions are ongoing and not project specific and will be addressed on a regular basis ongoing into the future.
- 2.30 The projects delivered for 2015/2016 include:
- Inspiring the community to get active outdoors and the numerous programs and events provided at no cost to the community to encourage activity and exercise in our parks and open spaces.
 - Planning for our community including the Melbourne East Regional Sport and Recreation Strategy and various stages of planning for local reserves including Domeney Reserve, Harold Link, Koonung Park, Lawford Reserve and Rieschiecks Reserve.
 - Showcasing our bushland reserves through nature plan programs and provision of specific nature play areas.
 - Getting around on our trails and walking circuits with improvements to shared paths and walking trails within our parks.
 - Exciting new playspaces with upgrades, including new signage, bollards, additional seating and planting in several reserves
 - Partnering with our community to support active travel to schools and the Doncaster Hill Mode Shift project.
 - Investing in our community in excess of \$14,097,568 on projects that include facility upgrades for sport and recreation clubs and the Manningham community.
- 2.31 Looking forward, the Strategy will be reviewed in 2016/2017 to develop an implementation plan for 2017-2025. New focus areas will include:
- Increasing demand for soccer facilities;
 - Increasing density in Doncaster Hill and adjacent areas (eg. Tullamore development)
 - Modified and flexible recreation opportunities;
 - Women in sport; and
 - Supporting non mainstream recreation groups/clubs.

3 PRIORITY/TIMING

- 3.1 Annual Progress Reports have been prepared at the end of each financial year for several years, in response to the measure of success for several annual initiatives prescribed in relation to delivery of the Council Plan 2013-2017.

4 CUSTOMER/COMMUNITY IMPACT

- 4.1 Each of the adopted strategies that are discussed within this report included extensive community engagement as part of its preparation. This engagement continues as part of implementation.
- 4.2 A number of communication tools support the delivery of each strategy, including fact sheets and brochures. Newsletters, such as *Invigorate* (Manningham's quarterly health and lifestyle magazine), Doncaster Hill e-newsletter, environment and business bulletins continue to be widely distributed.

5 COUNCIL PLAN/ MEASURE OF ACHIEVEMENT OF ACTION

- 5.1 Implementing these strategies, programs and services is related to the following themes and goals of the Council Plan 2013-2017, in particular:
- Theme 1 – Our Community Spirit
 - Goal 1.2 – A community that is involved and well connected, strengthening community spirit.
 - Theme 2 – Enjoy and Project our Natural Spaces
 - Goal 2.1 – Our unique balance of City and Country is safeguarded into the future
 - Goal 2.2 - Our open spaces, bushlands, creeks and rivers are valued and preserved
 - Goal 2.3 - We proactively seek innovative solutions to address the effects of climate change and work together to protect the environment
 - Theme 3 – Getting from Place to Place
 - Goal 3.2 – A well connected and accessible community with linked bicycle and walking pathways
 - Theme 4 – Planning for Where We Live
 - Goal 4.1 – A considered and sustainable approach to residential and commercial development, balancing the needs of our diverse population with our natural surroundings
 - Goal 4.2 – A diverse range of affordable and accessible housing options are available to accommodated the changing needs of our community
 - Goad 4.3 – Effective planning for local infrastructure that addresses population pressures
 - Theme 5 – Everything we need is Local

- Goal 5.1 – Accessible services and facilities for people of all ages and abilities
 - Goal 5.2 – Our distinct local villages and activity centres are vibrant places to meet and provide support to local businesses and traders
 - Access to services that promote health, wellbeing and education
 - Theme 6 – Council Leadership and Organisational Performance
 - Goal 6.1 – A responsive Council which leads through effective planning, advocacy, transparency and accountability
 - Goal 6.2 – An efficient organisation that aims to continuously improve service delivery to benefit community outcomes.
- 5.2 The reports relate to the measures of success specified in the Annual Plan 2015/2016 as identified in paragraph 1.1 of this report.

6 FINANCIAL RESOURCE IMPLICATIONS

- 6.1 The Annual Reports have been prepared using existing Council resources. The preparation of Annual Reports ensures that implementation of Council adopted strategies, programs and services are monitored, and also ensures that their resulting changes continue to meet the goals and actions of the Council Plan.

7 SUSTAINABILITY

- 7.1 Each of the strategies discussed in this report promotes elements of sustainability:
- All of the programs and services delivered by the Environment Team promote and achieve improved sustainable outcomes.
 - A key strategic direction of the Residential Strategy is:
Our residential suburbs will be characterised by sustainability – in terms of built form, public transport patronage, and infrastructure provision.
 - Objective 1 of the *Doncaster Hill Strategy* aims to set and maintain high Environmentally Sustainable Design principles.
 - Objective 3 of Part E (Integrating Economic Development) of the *Economic Development Strategy* seeks to integrate sustainable and resilient city objectives locally.
 - The vision of the *Active for Life Recreation Strategy*, relating to social sustainability, is for a:
Healthier, more active community that participates in a diverse range of recreational pursuits regardless of age, gender, ability and cultural background.

8 CONCLUSION

- 8.1 As demonstrated in the five attached annual reports, a significant number of actions within Council's adopted environment, residential, economic development and recreation strategies have been implemented during 2015/2016.

- 8.2 The implementation of these strategies and programs have been particularly instrumental in delivering on Council's Strategic objectives:
- Our Community Spirit
 - Enjoy and Protect our Natural Spaces
 - Getting from Place to Place
 - Planning Where We Live
 - Everything We Need is Local
 - Council Leadership and Organisational Performance.

OFFICER'S RECOMMENDATION

That Council:

- A. Notes the attached annual reports prepared in relation to economic, environmental, recreational, Doncaster Hill and residential planning for Manningham.**
- B. Notes that these reports complete Annual Initiatives 9, 14, 18 and 19 as specified in the Strategic Resource Plan and Annual Initiatives 2015/2016.**
- C. Notes that these annual reports will be published on Council's website.**

**MOVED: O'BRIEN
SECONDED: KLEINERT**

That the Recommendation be adopted.

CARRIED

"Refer Attachments"

Attachment 1: Environment services and programs

Attachment 2: Residential Strategy

Attachment 3: Doncaster Hill Strategy

Attachment 4: Economic Development Strategy

Attachment 5: Active for Life Recreation Strategy

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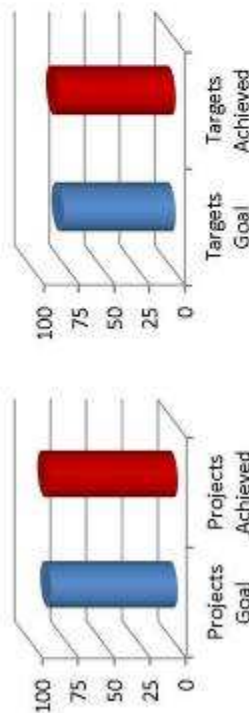
Manningham City Council Environment Annual Report

Within the Economic and Environmental Planning unit, the Environment Team works to address environmental issues, including protecting biodiversity and sustainable land management, environmental education and encouraging environmental stewardship with residents, and saving energy and addressing climate change.

This report contains summaries of 28 programs or projects implemented by the Environment Team in 2015-16. Within these programs, 54 targets were set. Progress in implementing the programs and achieving targets is as follows:

- 25 out of 28 programs or 90% implemented
- 51 out of 55 targets or 93% achieved

Figure 1: Progress against Projects and Targets goals (%) for Environment EEP 2015-16



A goal of 90% was set as the benchmark for “successful” or “achieved.”

Major achievements in 2015-16 include:

- **Natural Environment:** 18 environmental seminars, field excursions and nature walks were held and they continue to be extremely popular and provide an valuable introduction to Manningham’s environment. 123 residents received expert advice on pest plant and animal control and 85 residents were assisted with grants for sustainable land management work. Over 5,000 volunteer hours were directed to land management work by our Landcare networks. Two properties, covering 40 hectares in the Haven biosite in Wonga Park, had extensive weed control work done.

- **Stewardship and Environmental Education:** The Smarter Living Program continued to be successful, with six sessions attended by 1,500 people who were educated about healthy cooking, waste and recycling and sustainable gardening. The Kids’ Community Food Garden continued to grow to 24 raised veggie patches. The Currawong Schools’ Day, Junior Ranger and Home Harvest programs also continued to be popular, with record participation.

- **Sustainability:** A funding model has been approved for the switch to energy efficient LEDs for approximately 4,800 streetlights, which will result in significant energy savings. Council also adopted the Food Security Plan 2016-2021 which focuses on improving access to sustainable and healthy food in the community, and the Positive Charge service facilitated 43 household solar installations and other energy efficiency actions.

Challenges: Environmental work is broad, multi-disciplinary and requires the participation of multiple players, policies and adequate funds to be successful. There has been a less supportive context for environmental work recently, including with State and Federal Governments. This is challenging for Council and can lead to poorer environmental outcomes.

In the planning area, the conflict between the objectives of the Bushfire Management Overlay (clearing vegetation to prevent bushfire) and the Native Vegetation Clearing Regulations (biodiversity protection) is adding complexity to our work. There has been a marked increase in the number and complexity of planning application and informal referrals. Unpermitted clearing of native vegetation is rising also which makes it difficult for progressing Council’s biodiversity protection goals.

Looking Forward: Some State Government policy reviews are underway which may provide an important opportunity to shape environmental policy, particularly in the areas of native vegetation and biodiversity. In a constrained financial context, new and innovative approaches to funding and partnerships will be necessary, such as the potential for ‘shared services’ with other local governments.

Projects, Portfolios & 2015/16 Results			
Project	Goal		Project
	15/16	14/15	
A. Natural Environment			
1. Environmental Impact Assessment and Planning Referrals	Achieved	Achieved	
2. Landcare and Friends Group Support	Achieved*	Achieved	
3. Bushland Management Strategy	Achieved	Partially Achieved	
4. Biodiversity Incentive Program - LEAF	Achieved	Achieved	
5. Pests and Weeds	Achieved*	Achieved	
6. Hot Spots: Priority Precinct Program	Achieved*	Achieved	
7. Environment Seminars	Achieved*	Achieved	
8. Nature Walks	Achieved*	Achieved	
9. Waterwatch	Achieved	Achieved	
10. Bushfire Planning and Liaison	Achieved	Achieved	
11. Green Wedge Action Plan 2020	Achieved*	Achieved	
12. Environmental Policy Advice and Support	Achieved*	Achieved	
13. Environment Committees	Partially Achieved	Achieved	
14. Grants and Fundraising	Achieved*	Achieved	
15. Deakin University – Goldschlager Research	Achieved	Partially Achieved	
* Denotes where project targets were exceeded or more actions than expected were completed.			
B. Stewardship/Environmental Education			
16. Kids' Community Food Garden	Achieved*	Achieved	
17. Smarter Living Program	Achieved*	Achieved	
18. Spring Outdoors	Achieved	Achieved	
19. Home Harvest/Better Living Program	Achieved	Achieved	
20. Sustainability and Environmental Education Programs	Achieved	Achieved	
21. Young Leaders' Sustainability Conference	Achieved*	Achieved	
C. Sustainability			
22. Climate 2020 Action Plan	Achieved*	Partially Achieved	
23. Green Office Green Organisation	Not Achieved	Partially Achieved	
24. Food Security Plan 2016-2021	Achieved		
25. Carbon Abatement Plan	Achieved	Achieved	
26. Ecofootprint Reporting	Achieved	Achieved	
27. NAGA Projects	Achieved	Achieved	
28. Doncaster Hill Smart Energy Zone	Partially Achieved	Achieved	

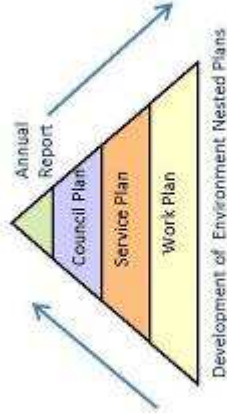
Project Planning and Reporting Structure

This is the third consolidated Environment Annual Report prepared by the Manningham Environment Team. It represents the third step in the process of: Monitoring – Evaluation – Reporting – Improvement (MERI).



In 2012/13, the Environment Team decided that its reporting was not sufficiently comprehensive or structured enough to allow a process of continuous improvement. The team did a complete review and re-design of all programs and projects to more closely respond to Council policies and goals and had tangible outputs and outcomes that could be clearly reported upon and reviewed for further improvement. This improvement and refinement process continues each year.

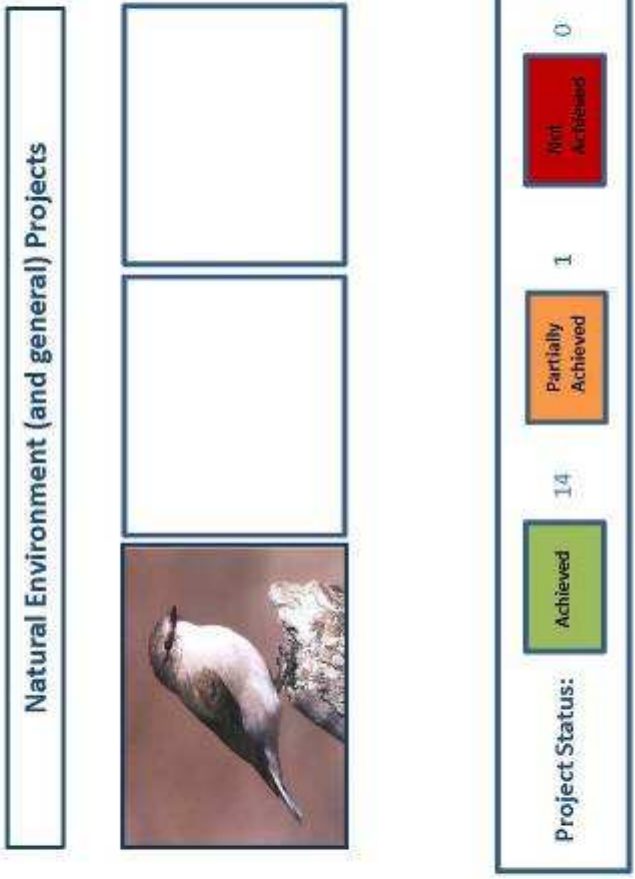
The foundation of projects was established and forms the Team Work Plan and this is integrated with the Service Plan and Council Plan.



The relevant Work Plan component has been reproduced at the bottom of each page of this Annual Report and provides the framework for the report pages:

There are 3 x major portfolios: Natural Environment, Stewardship/Environmental Education, & Sustainability

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
		Key establishing legislation, policy and priority goals	Project name	Set targets and actions and the outputs that were achieved	Longer-term changes in state	Lead and support staff	



1. Environmental Impact Assessment and Planning Referrals Project status: **Achieved**

The Environmental Referrals Officer role supports the Statutory Planning Department through assessment of planning applications with environmental implications.

Challenges

Recently, there has been a marked increase in the number and complexity of planning applications to Council which is quite challenging. The number of unpermitted clearing of native vegetation is rising also.

The basis for the Native Vegetation Clearing Regulations was often inaccurate at the property scale, requiring more Council input and resulting in some poor outcomes for local biodiversity.

The BMO and the regulations increased the complexity of planning applications and increased the requirement for provision of technical advice.

To avoid significant vegetation loss in Manningham, Council should continue its protection efforts within the statutory planning system.

Looking Forward

The review of the Regulations will continue to provide opportunities to guide improvements. Ongoing liaison with stakeholders and through networks like BPN will ensure continuous improvement in advice, training and processes to help achieve positive outcomes for environmentally significant areas.

Further Information

Please see: <http://www.manningham.vic.gov.au/planning-advice>

Referrals were assessed under State-wide regulations, which are currently being reviewed.

Technical advice was provided to external and internal stakeholders and continues to aid and inform Statutory Planning.

Support for Statutory Planning enforcement continued, with advice provided in instances of unpermitted clearing of native vegetation.

Pre-application advice assisted internal and external applicants. Advice provided through the referral process achieved reduced vegetation loss compared to original proposals in many applications. This is important in environmentally significant areas affected by the Bushfire Management Overlay (BMO).

Involvement with the LGPro Biodiversity Planning Network (BPN) continued. The BPN provided continued knowledge sharing and support, and the BPN submission of State-wide responses from local government environment departments in response to the review of the Native Vegetation Clearing Regulations will form a vital part of regulatory improvement.

Outputs vs. Targets

The target of assessing 60 planning application referrals has been met. Over 100 informal referrals were completed also.

Major application referrals assessed included areas of the Donvale Sewer Backlog program and Eastern Golf Course in Doncaster.

Successful Outcomes

Studies on the extent and quality of native vegetation in Manningham commenced in Currawong Bush Park and 100 Acres Reserve this year. These results will be compared with previous results from these reserves and against a baseline established by the Port Phillip and Westernport Catchment Management Authority in their Regional Catchment Strategy. This will enable comparisons to be undertaken, now and in future years, to track Council's performance in conserving the extent and quality of native vegetation across the municipality.

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual if longer term)	Output(s)	Outcome(s)
Natural	Biodiversity	Bushland Management Strategy; Permitted Clearing of Native Veg - Biodiversity Assessment Guidelines/P&E Act 1987; Manningham Planning Scheme Overlays	To protect and enhance biodiversity, landscape amenity and ecosystem services in Manningham.	Environmental Impact Assessment and Planning Referrals	i. Assess 60 referrals per year ii. Timely advice to other Council service units in relation to the environmental impacts of proposed Council developments.	(i) 60 referrals have been assessed (ii) Timely advice provided to other Council service units on proposed projects - site walkovers, planning and referrals	Biodiversity loss avoided, minimised or offset (see 'Bushland Mgmt Strategy') 6

2. Landcare and Friends Groups Support

Project status: Achieved

Manningham biodiversity enhancement activities are strengthened by Council support for and collaboration with volunteer Landcare and Friends groups.

Outputs vs Targets

The targets for supporting Landcare and Friends Group were exceeded. There were 78 extra attendees and 17 extra activities. A total of 5253 volunteer hours were recorded for the Middle Yarra Landcare Network (MYLN).

Successful Outcomes

MYLN comprises four groups – Friends of Warrandyte State Park (FOWSP), Jumping Creek Catchment Landcare Group (JCCLG), Andersons Creek Catchment Area Landcare Group (ACCA) and Wonga Park Environment Group (WPEG). Total membership includes over 320 families. Council support includes committee membership, planning, education, supervision and on-ground help. Nest box making, seed collection, plant propagation, planting, weeding, fence removal, and site maintenance are regular activities.



WPEG after a planting, September 2015

FOWSP runs a nursery which is open on Thursdays with many customers during the planting season. A Thursday activity group carries out environmental activities such as weed control.

Council Officers attend for occasional educational activities and to help volunteers. The FOWSP trailer at the Warrandyte market has indigenous plants for sale and a range of environmental information. This diversity of activities allows the group to thrive.

The nursery has grown to over 4500 plants funded by a Community Volunteer Threatened Species grant. These are either threatened plant species that will supplement existing populations, or are species that will provide habitat for threatened faunal species across public land or private land belonging to Landcare members.



FOWSP trailer at Warrandyte market before Mother's Day 2016

ACCA holds four weekend planting days a year and hosts Donvale Christian College for annual planting and weeding, followed by a nature walk. ACCA and JCCLG members volunteer at the MYLN tent at Warrandyte Festival. WPEG members meet occasionally to work on revegetation, weed, rabbit and deer control projects.



ACCA planting day May 2016

Challenges

Burn-out has proved a problem for JCCLG. The group is currently in a rebuilding phase for future activity. Because most grants fund only on-ground works, not paid facilitation and planning, attracting new and younger volunteers is an ongoing issue for Landcare and preparing for on-ground works can overload small groups.

Looking Forward

MYLN has great knowledge, skills, energy and volunteers. If grant funding and support is maintained, they will continue to be a positive force for the local environment and community in the Green Wedge and beyond.

Further Information

Please see: <http://portphilipwesternport.landcarevic.net.au/myln>

Portfolio Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Natural	Biodiversity 1987	BMS; P&E Act	Maintain & restore ecological processes and improve habitat	Landcare and Friends Group Support	i. 250 people and ii. 15 activities supported	i. 320 people and ii. 34 activities supported
						(i) Increased interaction and stewardship of Manningham natural environment; (ii) Improved technical knowledge and skills of participants; (iii) Net gain in quality/quantity of native vegetation

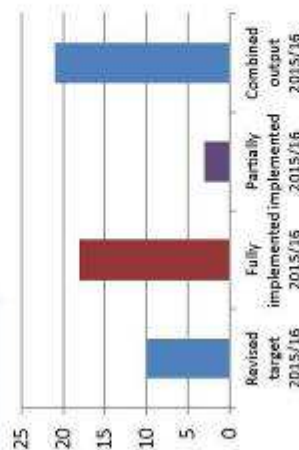
3. Bushland Management Strategy

Project status: Achieved

The Bushland Management Strategy (BMS) aims to maintain and enhance biodiversity particularly within Council managed bushland reserves.

Outputs vs Targets

18 of the BMS' 33 year four actions have been achieved, while three actions were partially achieved. This exceeds the target of 10 actions for 2015/16, but is short of the output desired when the BMS was adopted in 2012. Six actions were not applicable owing to weather (e.g. Myrtle Rust and ecological burns), organisational policy changes (e.g. 'Friends of...' groups on Council land) or other circumstances (such as there being no new bushland reserves).



Successful Outcomes

The BMS continues to direct Council's bushland management actions as well as guiding actions in parks through extensive Friends Group initiatives and with the broader community.

Extensive bushland quality monitoring was undertaken this year, especially in the 100 Acres and Currawong Bush Parks. An 'over-the-counter scheme' for offset vegetation planting on Council land has commenced trades and offset sites in Council bushland reserves have been identified.

The Environment Team ran environmental management training for the Assets and Engineering unit. This was well attended and has resulted in improved bushland custodianship during capital works.

Implementation of the BMS continues to slow the rate of degradation of Council managed bushland reserves.

Challenges

The BMS is an ambitious strategy and is predicated on an increase in funding for bushland management to arrest the slow and ongoing decline in bushland quality and extent within Manningham. Affording this funding is an ongoing challenge.

Looking Forward

The focus in 2016-17 will be to obtain additional funding to more fully implement the Bushland Management Strategy.

The year ahead will achieve some level of protection of the biodiversity values that exist in Council managed bushland reserves.

Further Information

Please see: <http://www.manningham.vic.gov.au/our-environment>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual # longer term)	Output(s)	Outcome(s)
Natural	Biodiversity	Bushland Management Strategy, Permitted Clearing of Native Vegetation, Biodiversity Assessment Guidelines/P&E Act 1987	Maintain and restore ecological processes, minimise threatening processes, improve habitat, and protect threatened species	Bushland Management Strategy (BMS)	(i) Implement 10 BMS actions in 2015/16. (ii) 2789 ha biotope extent and quality enhanced and maintained (iii) 2009 ha Buffer vegetation extent maintained	(i) 18 of BMS' 33 (55%) actions fully implemented and 3 actions partially achieved (64% total) as per implementation schedule. (ii) 2789 ha biotope extent and quality enhanced and maintained (iii) 2009 ha Buffer vegetation extent maintained	Improved biodiversity outcomes for Council-managed bushland; some management of ecological integrity and resilience of Council bushland reserves

4. Biodiversity Incentive Program – LEAF

Project status: Achieved

The Local Environmental Assistance Fund (LEAF) promotes active land stewardship through education providing grants to private property owners for approved environmental works. The grants are matched dollar for dollar by the owners.

Outputs vs Targets

The LEAF annual target is to support 80 properties with grants and this was achieved for 2015/16.

Many LEAF participants utilize the program in consecutive years, ensuring the LEAF claim investment is enhanced over time.



Above left to right: Imperial Blue Butterfly; The Jackie Usard and possum fungi are all part the biodiversity in Manningham

Successful Outcomes

LEAF applicants receive a site visit so the landowner can learn about their property's natural assets and how to manage threats. Education about bushland management and soil conservation techniques are among the many things taught.

LEAF promotes active land stewardship and knowledge sharing between land-owners and Council officers which helps landowners better manage their properties and use their initiative.

Weed and rabbits pose significant threats to the properties and bushland ecology. LEAF grants provide financial assistance and education to control these pests. Over 17 foxes were trapped and culled as part of LEAF.

RELEAF grants are for properties with high ecological values. Receiving this grant requires a commitment to a three year land management plan.

Challenges

It can be challenging to ensure that the landholders spend the money that is allocated for their LEAF claim in a timely fashion



A LEAF recipient assesses the erosion in one of the gullies on her property in Jumbidgee Creek.

Looking Forward

The very successful LEAF program is in its twentieth year and will continue to build positive relationships between landholders and Council. It promotes responsible land management and helps protect biodiversity.

Further Information

Please see: <https://www.manningham.vic.gov.au/land-management/grants>

Partials	Theme	Key policy/legislation	Priority goal(s)	Program/prost	Activity/Target (Annual) (a longer term)	Outcomes
Natural	Biodiversity	Bush and Management Strategy; EPBC Act 1999; CALPA Act 2004; HGS Act 1988	To protect and enhance biodiversity and scenic amenity and ecosystem services in Manningham	Biodiversity Incentive Program	(1) Support 80 properties with \$60,000 of LEAF grants (2) Manningham biodiversity species/ecosystems/ genetic maintained relative to Sites of significance (2004) benchmarks and PPWDVA RCS biotope and buffer targets (see BNS)	(1) Biodiversity enhanced and natural resources managed sustainably; (1) Landholders with increased environmental understanding and expertise

5. Pests and Weeds

Project Status: Achieved

Council receives many calls from residents regarding pest animals and weeds. The Manningham environment team helps residents and Council grants can often be offered in response. Advice is also provided on how to live with native animals that have legislative protection.

Outputs vs Targets

A total of 123 landholders received support to manage pest species, exceeding the target of 80. Enquiries about the following were received:

Pest species (introduced)

- Sambar, Red and Fallow Deer: 8
- Rabbits: 55
- Fox: 20
- Wasps/bees: 3
- Bamboo: 2
- Elm Leaf beetle: 4
- Ivy: 1
- Prickly Pear: 2
- Indian Myna: 14

Native species (not pests):

- Kangaroos: 4
- Possums: 5
- Snakes: 4
- Ravens: 1
- Noisy Mynas: 1
- Wild ducks: 1

Looking Forward

The native species list (see left) shows a diverse range of native fauna that are protected, but which residents often regard as pests. Council's educative role needs to continue so residents learn to live with these animals and better understand legislation protecting wildlife.

Further Information

Please see: <https://www.manningham.vic.gov.au/pests-and-weeds>

Successful Outcomes

Fox and rabbit control grants are offered to residents throughout the municipality. When a neighbourhood group controls rabbits in an integrated manner or an individual employs a fox control specialist, each participant is eligible to claim matching funding up to \$300.

One Donvale resident engaged a fox control contractor to trap and cull eight foxes. Benefits for neighbourhood wildlife in this instance will be dramatic as foxes are particularly effective hunters.



Above: Domestic cats are particularly persistent to the wildlife.

Challenges

The lack of a facilitator for Rabbit Action Groups and little support from the State Environment Department and Catchment Management Authority

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual/longer term)	Output(s)	Outcome(s)
Natural	NRM	Cal.P Act 1994	To reduce the number and extent of pests and weeds in Manningham	Pests and Weeds	80 landholders receive appropriate, pest plant and animal control information, advice and grants (if available).	123 landholders received a combination of pest plant and animal control advice and /or grants.	(i) Informed and educated landholders carry out effective and co-ordinated pest plant and animal control; (ii) Ecosystem structure and function strengthened through reduction in pests and weeds

6. Hotspots – Priority Precinct Program (PPP)

Project status: Achieved

The Hotspots Program was developed with the aim of reducing the impact of woody weeds on sites of biological significance while reducing the risk of fire on strategic areas of private land.

Outputs vs Targets

This year the program focussed on the Haven Biosite in Wonga Park. Six properties (ten titles) totalling 70 hectares were invited to join, well exceeding the program target of 30ha per year. The two largest properties, totalling nearly 40ha, agreed to participate.

Successful Outcomes

Significant and strategic areas of the properties have had thousands of woody weeds removed. This will significantly reduce the production of weed seed and continued invasion of the surrounding Haven Biosite properties, as well as the 16 hectare Hochkins Ridge Reserve directly opposite. This reserve is managed by Parks Victoria who invest significant time and money into woody weed control. Hochkins, with Haven Biosite, is an important ecological stepping stone between the Dandenong Ranges and the Great Dividing Range.



Mycena sp. growing on a log in the Haven biosite – Meddling property

The 28ha Calvary Bible College has recently been working with the Country Fire Authority to remove woody weeds and burn areas to protect the church and nearby higher density development from bush fire. The PPP provided a welcome boost to the works. Calvary intends to continue the weed control program through Council's RELEAF scheme and to participate in ongoing land management with Council officer advice.

One owner of a 12 ha property, has worked to remove woody weeds cooperatively with Council for over 15 years and has spent countless hours of her own time, as well as many thousands of dollars paying contractors to remove weeds. For her, PPP was a bonus that she was very grateful for and it has encouraged her to continue the works.



Recording habitat quality in the Haven Biosite – Meddling property

The PPP will target an area of roughly 50 hectare in a biosite each year and continue to be refined.

Looking Forward



Map of the targeted properties (outlined in black), and participating properties (outlined in red). Note the high density residential development to the east

Challenges

It is challenging to engage disinterested property owners, with the majority simply not responding. Several have issues with Council over the illegal clearing of native vegetation.

Another challenge is the limited window of time available for program works to be carried out after the fire danger period and in time to allow treated weeds to break down before the following fire danger period.

Further Information

Please see: <http://www.manningham.vic.gov.au/pests-and-weeds>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target(annual)	Output(s)	Outcome(s)
Natural	MRM	CalP Act 1994; Green Wedge Strategy	To focus land-management support on specific target areas for intensive action (particular areas in or adjoining biosite and buffer areas)	Hot Spots PPP	10 properties or 30 ha/year to have key natural assets, risks, and land management solutions identified and actions commenced.	40 ha or 2 properties had their key natural assets, risks, and land-management solutions identified and actions commenced.	Landholders with improved land stewardship knowledge and willingness to participate in community programs. Reduced fire fuel hazard in the Green Wedge.

7. Environment Seminars

Project status: Achieved



The 2015 geology of the Yarra field trip participants are engaged in the lesson with Neville Rosengren

Looking Forward

The following seminars have been organised for the rest of 2016:

July: Yarra River – Which way shall I go

August: Saltmarsh ecology

September: Melbourne Water platypus monitoring

October: Drones – a tool for good not evil and a field trip on drone monitoring

December: Powerful Owl research

Further Information

Please see:

<https://www.manningham.vic.gov.au/walks-and-seminars>

Successful Outcomes

Manningham has successfully delivered 230 seminars since 1995.

The field trip sessions have continued to be popular with the community, with sessions fully booked. This inclusive educational program supports a strong community of engaged environmental managers.



Top left and right: 2015 The rain could not dampen the enthusiasm to learn on the 2015 Geology and Fungi field trips.



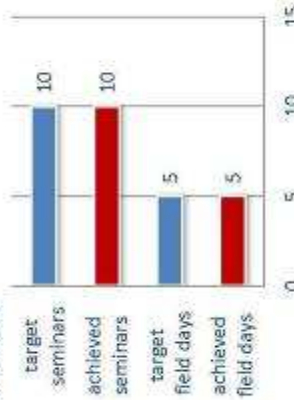
Above: An early morning excursion looking for the Yellow Robin in the Fourth Hill Reserve Warrandyte.

Council hosts environment seminars to engage the community to sustainably manage their land and to provide education on natural history.

Outputs vs. Targets

Ten seminars were conducted throughout the year, averaging 40 attendees per session (targets achieved) with a total of approximately 400 participants. Five of the ten seminars included field trips.

Events Achieved



Challenges

The challenge to attract new participants to the seminars, especially younger people, is ongoing.

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target (annual)	Output(s)	Outcome(s)
Natural	Biodiversity/Stewardship	Generation 2030, Green Wedge Strategy	To enjoy and protect natural spaces	Environment Seminars	(i) 10 seminars delivered (ii) 250 people attending. (iii) Five field trips linked to the seminars to be delivered	(i) 10 seminars delivered (ii) 400 people attended (iii) five field trips linked to the seminars delivered	(i) Environmentally informed and engaged residents (ii) 80% or more of participants "satisfied" with seminar/fieldtrip experience.

8. Nature Walks

Project status: Achieved

The Nature Walks program aims to give participants an appreciation and understanding of the natural world and possibly inspire action that helps to protect that world.

Outputs vs. Targets

The Nature Walks program annual target was exceeded, with 13 walks and 193 people attending.

Bookings moved to an electronic system through Eventbrite which reduced the administrative burden significantly and ensured automated confirmation and details to participants.

In June 2016, the Timelines Revisited project was introduced with a seminar followed by a walk for the winter solstice examining if a changing climate has had an impact on the local environment.



Photographing bolete fungi on the Gynn's walk July 2015



Watching birds on the wetland on the Gynn's walk July 2015

Successful Outcomes

The monthly walks now have a ten year history. They are fully booked each month, nearly always with a waiting list.

Among the 15 participants each month, there is a core group who come several times a year, are members of local environment groups and have become a peer cohort. They share their knowledge freely with newcomers.

The walks also attract urban dwellers and people from diverse cultural backgrounds who find the walks a safe and enjoyable way to discover nature. One participant regularly brings her parents who recently emigrated from China. They have no English but she translates for them and they enjoy discovering the natural history of their new home.

Handouts have been developed that help build walkers' knowledge and appreciation of nature. These include indigenous and weed identification, Geomorphology, heritage and other factors are discussed.

Challenges

The main challenge is to balance attracting new walkers and providing them an enjoyable environmental experience while maintaining interest amongst the more knowledgeable core group.

Looking Forward

Six walks are already advertised for 2016/17. Two of these form part of the Timelines Revisited project which will create new interest for regular walkers by involving them in a Citizen Science project. Two others are plant identification walks in relation to wattles and grasses.



Notes and brochures for the Wattle walk August 2015

Further Information

Please see: <http://www.manningham.vic.gov.au/walks-and-seminars>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target (annual)	Output(s)	Outcome(s)
Natural	Biodiversity, Stewardship	Generation 2030; Green Wedge Strategy	To enjoy and protect natural spaces	Nature Walks	11 Nature Walks with 150 people attending.	13 Nature Walks delivered, 193 people attending.	(i) Environmentally-informed and engaged residents (ii) strengthened environmental peer cohort (iii) 80% or more of participants 'satisfied' with nature walk experience.

9. Waterwatch

Project status: Achieved

Waterwatch is a water quality monitoring program for Manningham waterways that helps guide water sustainability initiatives.

Outputs vs. Targets

The Manningham Waterwatch program consists of a network of community volunteers that monitor local waterways. The 2015/16 target of having 20 Manningham sites monitored by 25 volunteers was achieved. Water quality data is sent to Council for publishing in the *Waterwatch Healthy Waterways Water Quality Report*.

- Successful Outcomes**
- Waterwatch is entering its tenth year of monitoring and its successes include:
- A community that values and protects its waterways and natural spaces.
 - Greater community engagement in advocating for water management issues, including the implementation of Council's strategic water management plan and water sensitive design program.
 - Improved understanding of local ecological health through monitoring and research.
 - Strengthened community spirit in the Green Wedge.
 - Waterwatch monitoring clearly demonstrates that there is a reduction in waterway nutrient pollution once a sewer backlog project is completed near a local waterway.



Waterwatch monitoring at Ruffey Lake

Challenges

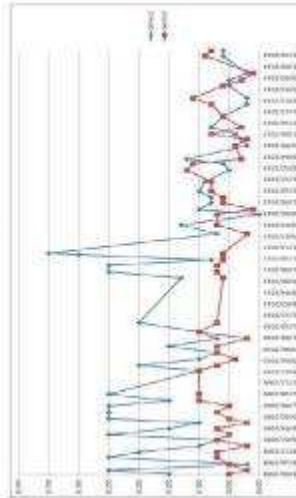
Melbourne Water withdrew program coordination support and Council has found it challenging to fill the gap of co-ordinating local volunteers. The rising cost of monitoring equipment is also challenging.

Looking Forward

Waterwatch volunteers will continue to monitor the health of our waterways.

Further Information

Please see: www.manningham.vic.gov.au/waterwatch-program



Graph shows decline in nutrient levels of Ruffey Creek at Delfield Drive (Blue line) compared with King Street (Red line) after the implementation of the sewer backlog program in Templestowe



Waterwatch monitoring of Mullum Mullum Creek

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Natural	Water Stewardship	Generation 2030, Green Wedge Strategy, EPA Act 1970, Water Act 1989, Water Industry Act 1994	To enjoy and protect natural spaces	Waterwatch	(i) 20 sites monitored by 25 volunteers. (ii) Findings to be integrated with two policies or programs.	(i) 20 sites were monitored by 25 volunteers (ii) Two programs were informed.	Creek and catchment health improved through increased stewardship of rivers and catchments and connection of monitoring with policy

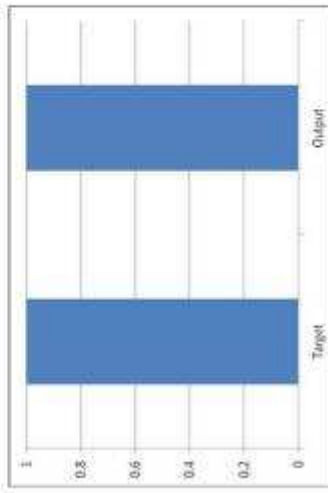
10. Bushfire Prevention Planning & Liaison

Project status: Achieved

Council liaises and plans with relevant stakeholders to balance bushfire protection activities with protecting biodiversity.

Outputs vs Targets

- The target has been met with having five major inputs into relevant policy including:
- Bushfire Management Overlay (BMO) liaison and advocacy with Country Fire Authority (CFA)
 - Native Vegetation Clearing Regulations, BMO and related bushfire exemptions liaison and advocacy via the Biodiversity Planning Network
 - Sites for protection, and inclusion in the Victorian Fire Risk Register (VFRR)
 - Municipal Fire Management Plan (MFMP)



Targets successfully achieved for bushfire planning and liaison.

Successful Outcomes

Council continued to look for opportunities to participate in ecological burns on private land in coordination with the State Government, Parks Victoria, CFA and private landholders.

Data that informed Council policy and provision of advice was underpinned by interagency research and best practice. Measured policy, data and advice has continued to inform Council actions and reserve management as well as being delivered to the community through community liaison.

Challenges

Challenges continue to exist in implementing the BMO, which seeks to reduce fuel loads, and the Native Vegetation Clearing Regulations that seeks to protect vegetation and enhance biodiversity.

Ecological burns on private land are limited by the complex operations of relevant agencies, seasonal conditions, landholder willingness and the strategic value to conduct and fund burns on private land.

With the Climate Commission predicting that "extreme fire days could increase by as much as 70% in coming decades", bushfire prevention planning will become increasingly important.

Looking Forward

Council will continue to be involved in the review and implementation of the Native Vegetation Clearing Regulations that will affect aspects of vegetation management, including fire management. Council will continue to implement its actions in the Municipal Fire Management Plan.

Further Information

For the Manningham Fire Management Plan please see: <http://www.manningham.vic.gov.au/planni-ng-advice>



Ecological burn on private land, Webb Street Warrandyte 2014.

Portfolio	Theme	Key policy/legislation	Priority goals	Program/project	Action/target (annual/longer term)	Output(s)	Outcome(s)
Natural	Fire/Emergency Management	Municipal Fire Management Plan; Bushfire Management Overlay; Bushland Management Strategy	To provide up-to-date data and policy to guide ecologically-sustainable fire prevention and management	Bushfire Planning and Liaison	(i) Bushfire environmental data and policy obtained for MFMP, VFRR, BMO, BMS (ii) 4 x data sets/policy obtained and incorporated into MFMP, VFRR, BMO, BMS	Informed and ecologically-sensitive fire planning	

11. Green Wedge Action Plan 2020

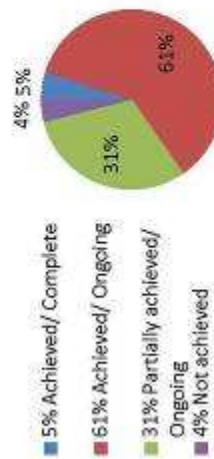
Project status: Achieved

The Green Wedge Action Plan provides for the protection of biodiversity, sustainable management of public and private land, environmental education and community engagement and empowerment.

Outputs vs Targets

The 2015/16 target for actions completed out of the Green Wedge Action Plan has been exceeded. 61% of the 125 actions in the plan have been achieved or are ongoing. A further 31% of actions have commenced. Only 4% of actions are yet to start. Of the four priority areas identified for 2015/16, all have been achieved and therefore this target has been met.

Green Wedge Action Status



Successful Outcomes

As detailed further in other pages of the Annual Report, environmental awareness programs aimed at enhancing biodiversity and other environmental stewardship in Manningham generate high levels of community interest. There was over 5,800 participants in a range of programs in 2015/16. The Rural Conservation Zone covering the Green Wedge was amended, making certain prohibited uses discretionary. The 'Draft Manningham Rural Areas Discretionary Uses Strategy' is being developed to reduce the potential for inappropriate development. This will be finalised in 2016/17.

The feasibility study of a cat curfew was commenced and is expected to be considered by Council in 2016/17.

Challenges

The constant challenge in the Manningham Green Wedge is the conflict between the outcomes of the Bushfire Management Overlay (clearing vegetation for asset protection) and the Native Vegetation Clearing Regulations (protecting vegetation for biodiversity).

Funding the implementation of the Green Wedge Action Plan, including for the monitoring of biodiversity values, is challenging.

Looking Forward

Vegetation removal east of the Mullum Mullum Creek between 2011 and 2016, both permitted or unlawful, will be measured. A weed control program will commence for the Green Wedge if a State Government funding application is successful. A consultation committee will be established for the Jumping Creek Road Upgrade project. Careful consideration will be given to balance the road safety imperatives with the potential for significant removal of native vegetation.

Further Information

Green Wedge Action Plan 2020, please see: <http://www.manningham.vic.gov.au/green-wedge>



Yarra River in the Manningham Green Wedge

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target if longer term	Output(s)	Outcome(s)
Natural	All	Green Wedge Strategy, Manningham Planning Scheme	A 'living places' to be valued, cared for and enjoyed by all	Green Wedge Action Plan 2020 (CP 2.1.3)	(i) 45% of all actions in the Action Plan to be commenced or completed; (ii) 4 priority actions for year 2015-16 to be commenced or completed; # Maintain extent of Green Wedge (Rural Conservation Zone) – 3,091 ha.	(i) 66% of actions in the Action Plan commenced or completed; (ii) 4 priority actions for 2015/16 were commenced; # extent of Green Wedge (Rural Conservation Zone) – 3,091 ha – maintained	(i) Care, stewardship, sustainable lifestyle and form, and supportive policy and governance for Green Wedge; (ii) 4 priority actions achieved in 2015-16; (iii) Extent of Green Wedge (Rural Conservation Zone) – 3,091 ha – maintained

12. Environmental Policy Advice & Support

Project status: Achieved

Expert advice and support is provided to enhance internal and external policies so that better environmental outcomes are achieved.

Outputs vs. Targets

- The environmental policy advice target has been exceeded with seven policies assessed and enhanced, including:
- Local Climate Action Victoria
 - State Our Catchment Our Communities
 - State Government Sustainability Fund priority statement
 - Plan Melbourne Refresh
 - State Native Vegetation Framework
 - State Native Vegetation Permitted Clearing Regulations Review
 - Protecting Victoria's Environment – Biodiversity 2036

Successful Outcomes

Policy input continues to be extensive for Victoria's Native Vegetation Permitted Clearing Regulations Review due to a State Government review. There was also an opportunity to have input into Protecting Victoria's Environment - Biodiversity 2036. Numerous meetings and discussion forums were attended and submissions were sent both from

Council and in collaboration with the Local Government Pro Eastern Biodiversity Planning Network (LG Pro EBPV).

Challenges

The transition from the Native Vegetation Framework to the new Permitted Clearing of Native Vegetation under Clause 52.17 of the Victorian Planning Provisions has been challenging.

This uncertain policy space generated significant confusion and apprehension in the planning and environment fields and required significant support and policy advice from the Manningham Environment Team.

A review of this legislation has commenced. The review seeks to improve aspects of the legislation and has required Environment Team advice and support.

More generally, there have been challenges posed by consultation timeframes and the willingness of authorities to adapt draft plans in response to Council's input.

Looking Forward

The Manningham Environment Team will continue to provide environmental policy advice to contribute to significant policy reviews and changes. The current review of the Native Vegetation Permitted Clearing Regulations will ultimately benefit Council, planning permit applicants and other stakeholders. However, there will be increased demand on Council resources during the consultation period and during the transition period.



A LG Pro EBPV site visit in Manningham

Further Information

Please see Victoria's Permitted Clearing of Native Vegetation Regulations:
<http://www.delwp.vic.gov.au/environment-and-wildlife/biodiversity/native-vegetation-permitted-clearing-regulations-review>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
All	All	All	To provide environmental advice and input for internal and external policy	Six policies assessed and enhanced with expert environmental input	Six policies assessed and enhanced with expert environmental input	Seven policies assessed and assessed with expert input provided	Strategic environmental input for internal and external environmental policy

17

13. Environment Committees

Project status: Partially Achieved

To encourage improved environmental outcomes throughout Manningham Council, in other organisations and in the community, support and input is provided to a range of committees.

Outputs vs. Targets

The Environment Team has supported 14 committees including Green Office Green Organisation (GOGO), Doncaster Hill Unit, Council Alliance for a Sustainable Built Environment (CASBE), Northern Alliance for Greenhouse Action (NAGA), LGPro Biodiversity Planners' Network (BPN), Municipal Fire Management Plan (MFMP), Friends of Warrandyte State Park (FOWSP), Middle Yarra Landcare Network (MYLN), Andersons Creek Catchment Area (ACCA) Landcare Committee, Field Naturalists' Club Victoria (FNCV) Grants Committee, Port Phillip & Westernport Catchment Management Authority Regional Catchment Strategy (PP&W CMA RCS) Implementation Committee, Health Recreation and Wellbeing Cross Organisation Group, Street Lighting Group (SLG) and Water Watch Victoria Steering Committee.

The Carbon Neutral Action Plan (CNAP) committee no longer exists and the team has not supported the Municipal Association of Victoria (MAV) Environment Committee. The Integrated Regional Vulnerability Project (IVASP) project was completed last year.

Successful Outcomes

Our contribution to Natural Environment committees such as Landcare, FOWSP, FNCV and the LGPro BPN has achieved many positive environmental outcomes within the community and has significantly influenced State, regional and local environmental policy and actions that directly affect Manningham.



Interagency wetland site visit (Council, Parks Victoria and Friends Groups).

Challenges

There are a lot of committees and the effort and commitment to provide input can be challenging. Some external committees also become inactive due to factors beyond Council's ability to influence.

Looking Forward

Prioritisation of resources needs to consider which committees and networks can best facilitate positive environmental outcomes and policy decisions at State, regional and local levels...

Further Information

Please see LGPro BPN website: <http://www.lgpro.com/biodiversity-planning-network>
NAGA website: <http://www.naga.org.au/>

Portfolio	Theme	Key policy/legislation	Priority goals	Program/project	Action/target (annual)	Outputs	Outcomes(s)
Natural	All	All	To run or support environment committees within and external to Council	Environment Committees	Support 15 environment committees through agendas, organisation, attendance and engagement	34 committees supported.	Manningham's environmental agenda and programs furthered through liaison and partnerships with other units, organisations and groups

14. Environment Grants

Project status: Achieved

In order to supplement Council funds, applications for grant funding from external organisations are made to help implement and bolster the Council's environmental work.

Outputs vs. Targets

The annual target was exceeded with seven grant applications submitted or supported including:

- Federal Government Landcare 20 million trees;
- State Government Threatened Species Initiative;
- Three applications to the State Government New Energy Jobs Fund (NEJF) for a solar batteries for the Mullum Mullum sports stadium, MCZ energy efficiency study and cafe coffee machine energy efficiency.
- Two NEJF applications submitted by the Northern Alliance for Greenhouse Action for expansion of the Positive Charge service and to provide affordable solar to low income households.

Platypus 'seat' created by school children out of rubbish and recyclable materials for the 'Kids Teaching Kids Day'.



Successful Outcomes

The grant programs were open to application during the second half of the 2015/16 financial year. Council is yet hear whether any of the grant applications have been successful. Successful applications in the past have been a great help to Council's environment programs. For example, the Bendigo Bank Community Grant made a valuable contribution to the 'Kids Teaching Kids Day' on the Yarra in November 2014. Over 250 children attended the day which was partly run by Council and engaged in a range of environmental activities along the river.

Challenges

There has generally been a decline in the availability of environmental grants over several years making it difficult to obtain funds to bolster Council's environmental work.

Looking Forward

Council will endeavour to have environmental projects developed and well-formed in readiness for any external funding opportunities that may arise in the future.

Further Information

Please see the 20 million trees website: <http://www.nrm.gov.au/national/20-million-trees>
 Threatened Species: <http://delwp.vic.gov.au/environment-and-wildlife/conserving-threatened-species-and-communities/threatened-species-protection-initiative>
 NEJF: <http://www.business.vic.gov.au/support-for-your-business/future-industries/new-energy-technologies>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
All	All	All	To augment program funds	Grants/fundraising	Three grants applied for.	Five grant applications have been submitted, two more grant applications supported.	(i) 1 grant received (ii) More projects implemented and implemented more completely compared to 8AU

15. Goldschlager Research Projects with Deakin University

Project status: Achieved

Through a partnership between Manningham Council and Deakin University, the Goldschlager Award is awarded to an honours or PhD student conducting cutting-edge environmental study in Manningham.

The support from the Goldschlager Award has enabled us to purchase these transmitters and other essential equipment for the study to go ahead.

Successful Outcomes

Nick Bradsworth was selected as the second student for the Goldschlager project.

Outputs vs. Targets

- All four targets for this program were achieved:
- Bursary advertised and student selected.
- Project run and completed at Goldschlager Reserve and elsewhere in Manningham.
- Manningham community involved in data collection.
- The report is currently being prepared with the seminar to follow. Results are regularly communicated to Council staff.

Challenges

While Manningham's environment is good for research work, competition for researchers is high and we could lose out to offers or opportunities from other institutions or more exotic locations.

Looking Forward

Powerful Owl research results will be communicated at a 2016/17 Environment Seminar.

Further Information

Please see: www.deakinenviroment.tumblr.com




Nick releasing a male Powerful Owl tagged with a radio transmitter at One Hundred Acres. Photo John White



Powerful Owl in nesting hollow in a Candlebark tree

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Natural	Biodiversity Stewardship	Green Wedge Strategy; Generation 2030; Bushland Management Strategy	To bring environmental research and researchers to Manningham	Goldschlager Research Projects with Deakin University	(i) One post-graduate student and project selected for bursary; (ii) Project commences/completes in Manningham; (iii) Manningham community members involved; (iv) Findings communicated to the Environment Team and community.	(i) One post-graduate student and project was selected for bursary; (ii) Project commenced in Manningham; (iii) Manningham community members were involved; (iv) Findings were communicated to the Environment Team and community.	Rigorous data available to the Environment Team for land-management and conservation decisions; community involved in latest ecological research so as to develop depth of understanding of environment and place.

Stewardship/Environmental Education



Project Status:

Achieved	6	Partially Achieved	0	Not Achieved	0
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16. Kids' Community Food Garden

Project status: Achieved

The community garden is a shared space and place making initiative to foster interest and education in sustainable gardening. The ability to incorporate a social justice element from the relationship with local food banks is of further interest to schools.



During the 2015/16 year the community garden expanded to 24 raised garden beds, increasing capacity by 100%.

Outputs vs. Targets

In 2015/16, 12 raised garden boxes were added to the existing 12 boxes at the MC2 community food garden. This expanded capacity allows more groups to be involved in the garden. 10 gardening events were held in 2015/16. A total of 30 food harvests from the garden were donated to the food bank. A range of projects are now being planned for the future.

Separate to the MC2 community food garden, heritage apple trees were provided to one primary school during 2015/16.

Successful Outcomes

Due to the successful relationship developed between the garden and the Doncare food bank (operated by City Life Church), there is more interest from schools to get involved in this project.

The Lord Mayor's Charitable Foundation and Council funded 24 raised garden beds for 12 schools to grow fresh produce for donation to six local food banks. The project will be evaluated in December 2016. If successful, it can continue with few ongoing costs due to its self-sustaining design.

Thirty food harvests from the garden over the year were donated to the food bank. Since October 2014 there have been over 1100 servings of fruit and vegetables donated.

An increase in community events through summer has generated enough interest in the garden to develop a steering committee, which has identified other key community projects to be driven by the committee.



With continued support from Doncaster Garden Club volunteers, the fresh produce donations have continued to flourish.



Doncaster Primary School's Green Team planting out the 2016 winter crop

Challenges

Forming a community steering committee for the garden was not initially taken up by the community. When the committee is instituted, there is potential for some new projects.

Looking Forward

Some new projects will be developed in 2016/17, expanding the garden's food donations and education capacity.

Further Information

Please see: the main Sustainability and Environmental Education Programs page of the Environment Annual Report 2015/16

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target (annual)	Output(s)	Outcome(s)
Stewardship	Sustainability; Food Security	Generation 2030; Securing the Future; Municipal Public Health and Wellbeing Plans; Doncaster Hill Strategy	To live sustainably; to grow resilience	Kids' Community Food Garden	(i) Additional 12 raised garden beds in use; (ii) 6 community garden events delivered; (iii) continued donations of food to charity; (iv) community garden steering committee established;	(i) Further 12 raised garden beds delivered; (ii) 10 community garden events delivered; (iii) 30 harvests donated to charity; Schools Food Network established; (iv) eight volunteers attended inaugural committee meeting	Increased community garden to 24 raised beds, exceeded education sessions target, over 1100 servings of fresh produce donated, 12 schools and 6 food banks involved in Schools Food Network, volunteer-led community garden steering committee established

17. Smarter Living

Project status: Achieved

The Smarter Living program incorporates free seminars for the community covering sustainable living, growing food or a 'home harvest', waste and recycling, healthy cooking and sustainable gardening.

Outputs vs. Targets

The Smarter Living program was a collaboration between Manningham and Whitehorse Councils and it progressed from the Smart Living program run in 2014/15.

The program targets were exceeded, with 17 seminars held and over 1,500 people in attendance. The program is considered a great success by both Councils.



Program guide for 2015/16



The program was a coordinated approach between Manningham and Whitehorse Councils.

Successful Outcomes

The program delivered seminars, presentations and practical demonstrations across a range of sustainability focused topics including:

- Waste Free Cooking with Emma Dean, former winner of Master Chef.
- Turning a small garden space into a larger harvest with Indira Naidoo
- Rubbish free lunch box ideas with Kathryn Dean.
- Eat your way to a happier, healthier you, with Tanya Lewis
- Keeping Chickens in a suburban backyard with Maria Clavarella, My Green Garden.
- Living a more sustainable life with Tamara Di Mattina.

Successful outcomes from the program included community engagement, motivation and inspiration to live more sustainably. Residents could learn new habits that decreased the volume of waste, particularly food and garden waste, that is sent to landfill. 11 complementary Home Harvest sessions also added to the effectiveness of the program by focusing on an area that is getting burgeoning interest from the community.

Challenges

Banyule Council was a partner in the 2014/15 program, but had difficulties with their seminar venues which meant that they did not participate in the 2015/16 program.

Looking Forward

In 2016/17, Smarter Living, will again be a collaborative program between Manningham and Whitehorse Councils.

Further Information

Please see <http://www.manningham.vic.gov.au/smarter-living>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual/longer term)	Output(s)	Outcome(s)
Stewardship	Sustainability	Generation 2030; Future, Municipal Public Health and Wellbeing Plan	To live sustainably, to grow resilience	Smarter Living	(i) 9 seminars to be run in 2015/16 (ii) 1,000 participants	(i) 17 seminars occurred (ii) 1,500 people attended	(i) Local communities with increased physical and mental wellbeing, improved diet and nutritional wellbeing, reduced food miles and cost savings in food provision, (ii) community strength index (CSI) volunteers/group/action/measures increased by 2% at each census, (iii) vegetable consumption increased by 25% at each census.

18. Spring Outdoors

Project status: Achieved

The Middle Yarra Spring Outdoors program is a regional program of environmental events coordinated by Manningham, Nillumbik and Banyule councils and has been running since 2007.

Outputs vs. Targets

1300 people attended 44 Spring Outdoors activities in 2015, up from 38 activities the previous year.

Programs offered in Manningham included the Stargazing Night with the Astronomical Society of Victoria at Westerfolds Park, Junior Ranger Program at Currawong Bush Park, and Breakfast with the Birds at Warrandyte State Park. Other activities included interpretive walks, environment seminars, and nature play activities.



Stargazing night at Westerfolds with the Astronomical Society of Victoria

Successful Outcomes

All residents from Banyule, Manningham and Nillumbik were welcome to attend the events. Organisations which participated this year included the Heide Museum of Modern Art, Bulleen Art and Garden, Friends of Warrandyte State Park, Middle Yarra Landcare Network and La Trobe Wildlife Sanctuary.



The Manningham Junior Ranger Program and Nature Play activities were featured this year, catering for over 200 children. The Junior Ranger program introduced children to the natural world and their role in preserving it for the future. Activities included nature play, kangaroo bush walk, Wild Action wildlife show and a worm farm demonstration.

Further successful outcomes have been:

- Residents engaged in local environmental issues leading to a greater awareness and stewardship of our local environment.
- The successful inclusion of more child-based programs.
- Community leadership developed through programs such as indigenous seed propagation, leading to a more empowered community for environmental management.



Yarra River Keeper – Interpretive talk.

Challenges

The Spring Outdoors program continues to be very popular, with many events booked out within hours of the program being released. The aim is to provide a range of programs including the stargazing night, open garden and plant skills sessions.

Looking Forward

Manningham, Banyule and Nillumbik will continue to co-operate on this program and endeavour to provide new and exciting opportunities for community participation.

Further Information

Please see : <http://www.manningham.vic.gov.au/spring-outdoors>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Stewardship	Biodiversity and Sustainability	Green Wedge Strategy, Generation 2030; Securing the Future	To enjoy natural spaces, to live sustainably; to grow resilience	Spring Outdoors	(i) 44 regional events to be delivered (ii) 1300 people to attend (run in conjunction with Nillumbik and Banyule councils)	(i) 44 events delivered (ii) over 1300 people attended	Residents discovering and celebrating the local environment and learning to act sustainably

19. Home Harvest

Project status: Achieved

The Home Harvest Program of free seminars addresses a burgeoning interest from the community in being more self-reliant by growing more food locally.

Outputs vs. Targets

Home Harvest continues to go from strength to strength as a collaboration between Manningham and Whitehorse Councils.

The program aims to teach residents how to grow fresh food at home and monthly seminars cover all aspects of edible gardening and include food, seed and plant swaps.

The program targets were exceeded with 11 seminars held and over 1,300 people in attendance.



Promotional photo for the Home Harvest Program

Successful Outcomes

Monthly Home Harvest seminars covered all aspects of edible gardening in 2015/16.

Residents shared knowledge and swapped excess home-grown foods as part of the food and seed swaps held before each seminar.

Other successful outcomes included:

- Local gardeners learnt to grow and harvest organic, chemical-free produce at home.
- Fostering and generating food security, sustainable and healthy living.
- Providing local food producers with the opportunity to engage with local communities and share knowledge.
- Improving local communities' physical and mental well-being, diet and nutritional well-being.
- Reduced food miles and cost savings during times of rising food prices.
- The 2015/16 program was linked with the Smarter Living program which helped Home Harvest gain a new look and wider appeal.

Further Information

Please see:
<http://www.manningham.vic.gov.au/home-harvest>



Challenges

While the introduction of new presenters and topics is a challenge, it helped the program renew itself and stay fresh and current.

Looking Forward

Home Harvest continues to thrive and the new Community Garden at MC2 in Doncaster provides a new interesting venue and resource for the program.

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/ project	Action/Target (annual)	Output(s)	Outcome(s)
Stewardship	Sustainability	Generation 2030; Green Wedge Strategy; Securing the Future; Municipal Public Health and Wellbeing Plan	To live sustainably; to grow resilience	Home Harvest	(i) 10 seminars (including food swaps) to be run on a monthly basis throughout the year. (ii) 1,300 participants annual participants	(i) 11 seminars and food swap were run (ii) 1,300 participants took part	Local communities with increased physical and mental wellbeing, improved diet and nutritional wellbeing, reduced food miles and cost savings in food provision.

20. Sustainability and Environmental Education

Project status: Achieved

This program centres on environmental education days for Manningham primary school children at Currawong Bush Park which has been developed into a centre of excellence for environmental learning and appreciation

Outputs vs. Targets

420 students from 10 primary schools participated in ten environmental education days. These were held one day a week throughout term two of 2016 for grade 3 – 6 children.

Attending the days helps each school achieve five-star leadership and certification in the Resource Smart AUSSI Vic program. Four activities were held each day, on the themes of waste and recycling, ecology, leadership and biodiversity.



The waste and recycling education session

Successful Outcomes

420 students from 10 schools experienced an environmental and sustainability education day designed to give students an appreciation for the natural environment.

- Highlights include:
- Students learning to identify local wildlife and better understand how to protect and create local wildlife habitats.
 - The importance of leadership
 - Students learning how to recycle correctly
- Feedback from teachers was positive regarding all the activities and presenters.

Looking Forward

It is planned that the Sustainability and Environmental Education program will continue in 2016/17.



Up close and personal with local wildlife



Students exploring Manningham's natural environment

Challenges

Access to remote areas for students with a disability can be a challenge. The Currawong Bush Park amphitheatre is not weatherproof which can impact on the size and space of student programs during bad weather.

Further Information

Please see: No 22 Young Leaders' Sustainability Conference.

Portfolio	Theme	Key policy/legislation	Priority goals	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Stewardship	All	Green Wedge Strategy; Generation 2030; Securing the Future	The engagement of local schools in hands-on environmental education programs based on local environmental and sustainability issues.	Sustainability and Environmental Education Programs	(i) 10 local primary school activity days to be delivered at Currawong (ii) 420 participating students	(i) 10 local primary school activity days were delivered (ii) 420 students participated	Teachers and students from local schools introduced to their local environment and take on more active, investigative and stewardship roles in future.

21. Young Leaders' Sustainability Conference

Project status: Achieved

The Young Leaders' Sustainability Conference (YLSC) is an annual, one day event at Currawong Bush Park that gives young people in Manningham the chance to connect with and explore sustainability in an open, supportive environment.

Successful Outcomes

- Increased number of students attending.
- Increased number of primary schools attending, including two schools that had not previously attended.
- A broad range of activities were presented focusing on biodiversity, waste, water, energy, ecology, transport and Aboriginal culture and traditions.
- Resolved a number of logistical issues identified from the previous year's feedback regarding program structure, timing and map provision etc.



Primary school students working together on a Frog Bog activity, presented by La Trobe University

Challenges

- Co-ordinating and facilitating bus arrivals and departures for 452 students from 20 schools.
- Motivating secondary schools to attend continues to prove difficult.
- Encouraging secondary students to actively engage in the program is also an on-going challenge.

Looking Forward

The aim for the 2016/17 conference is to maintain similar activities, presenters, and number of schools attending.

Further Information

Please see: No 21 Sustainability and Environmental Education Programs

Outputs vs Targets

At the YLSC, primary school students engage with and learn from sustainability leaders by participating in interactive workshops. Secondary students develop leadership skills and an understanding of sustainability by designing and presenting workshops to their primary school counterparts.

The targets for this program were eclipsed, with 452 students present and three leadership workshops run for secondary school students at the 2015/16 YLSC. 17 primary schools and three secondary schools took part. Attendance numbers were a 24% increase on the 2014/15 attendance.

The secondary schools presenters were Whitefriars, Templestowe and Doncaster Colleges. In addition to these, 16 external education providers were in attendance including Wild Action, CERES and La Trobe University.

Students were also connected with the local Aboriginal culture and Wurundjeri children through a Welcome to Country Smoking Ceremony and Didge performance and a workshop on indigenous cultural identity.



Students at the Young Leaders' Sustainability Conference participating in various sustainability workshops and watching the Welcome to Country, Smoking Ceremony and Didge Performance

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target (annual)	Output(s)	Outcome(s)
Stewardship	All	Green Wedge Strategy, Generation 2030, Securing the Future	Engaging all sectors of the community to foster participation, leadership and identity	Young Leaders' Sustainability Conference	(i) Currawong Schools' Day to be attended by 430 students; (ii) 3 sustainability leadership workshops run for secondary school students	(i) Currawong Schools' Day to be attended by 452 students; (ii) 3 leadership workshops were run for secondary school students	(i) Youth cohort trained to lead and assist the transition to a more resilient and sustainable local community; (ii) Community Strength Index increased as per 'Home Harvest' program.

Sustainability



Project Status:

Achieved	5	Partially Achieved	1	Not Achieved	1
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22. Climate 2020

Project status: Achieved

Climate 2020 incorporates a range of programs reported on here and elsewhere. The strategy's overall aim is for Council operations to be carbon neutral by year 2020 and to help the community become more climate-friendly.

Outputs

- All four outputs were achieved :
 - Carbon Abatement Plan (CAP) implementation commenced (see project report 26).
 - Smart Energy Zone targets achieved (see project report 29).
 - Securing the Future targets achieved (see project report 25, Food Security).
 - Northern Alliance for Greenhouse Action (NAGA) project targets achieved (see project report 38).
 - One sustainability funding application submitted.
 - Contribution made to two external policy initiatives.

Successful Outcomes

CAP implementation for reducing Council energy use has commenced with solar installations and progress toward street light energy efficiency. The governance framework for the Doncaster Hill Smart Energy Zone has been further developed.

A Food Security Plan has been developed as one of the Securing the Future actions..
NAGA projects have been progressed including helping residents install household solar panels through the Positive Charge program.

Five sustainability funding applications were submitted or supported and input was provided to two external policy initiatives including the state New Energy Jobs Fund and to further develop opportunities to provide affordable solar to low income households.



Solar panel installation

Challenges

The Manningham response to the climate change challenge is greatly affected by State and Federal policies. This includes the renewable energy target, carbon pricing and funding opportunities and major change in these policies makes local government action difficult.

Looking Forward

The affordability of energy saving technology and Council's capacity is improving and there is likely to be significant progress with solar and energy efficient streetlights.

Further Information

Please see other sections in this report and www.manningham.vic.gov.au/climate-and-energy

Portfolio Theme	Key policy/legislation	Priority goals)	Program/ project	Action/target (annual/longer term)	Output(s)	Outcome(s)
Sustainability	Mitigation: energy efficiency, emission reduction Climate 2020	Development of Council and community leadership and partnerships to increase energy efficiency and local power generation, and reduce carbon emissions	Climate 2020	i. Carbon Abatement Plan (CAP) implementation commenced ii. Smart Energy Zone targets achieved iii. Securing the Future targets achieved iv. NAGA projects targets achieved v. One sustainability funding application supported or submitted vi. Two external policy initiatives contributed to	i. CAP implementation has commenced ii. Smart Energy Zone targets have been achieved iii. Securing the Future targets have been achieved iv. NAGA projects have been achieved v. Five sustainability funding applications were submitted or supported vi. Two external policy initiatives were contributed to	i. Council on-track to meet target of 20% reduction in energy use by 2020. ii. Council on-track to meet target of 20% reduction in greenhouse gas emissions by 2020 iii. Council on-track to meet target of being carbon neutral by 2020 iv. A climate-wise community that is more resilient and energy efficient and demonstrates low-carbon behaviour.

23. GOGO (Green Office, Green Organisation)

Project status: Not achieved

The objective of GOGO is to continually improve the sustainability of Council's business practices including reducing energy, carbon emissions, water and materials consumption and reducing waste to landfill.

Outputs vs. Targets

GOGO developed project briefs and business cases and committed funds for two projects for Council's Civic Offices – draught-proofing the office and sealing the Heating, Cooling and Ventilation (HVAC) ductwork.

Now that the planning work is complete, the projects have been handed over to Council's Strategic Projects unit for implementation of the on-ground works.

Some of the draught-proofing work has been done, including some window replacements, but the majority of identified work is yet to be done. The HVAC ductwork sealing work is yet to commence.

The annual targets for this program have not been achieved.



Successful Outcomes

The Civic Offices and the HVAC ductwork have been pressure tested to determine the rate of leakage and to locate major leaks so they can be sealed to improve thermal efficiency.

The leakage rates are high and demonstrate the need for the draught proofing and ductwork sealing projects. The project will save energy used by the HVAC resulting in reduced carbon emissions. Staff comfort and productivity will also be improved.

The HVAC ductwork sealing will result in over \$11,000 of annual energy savings. While difficult to quantify, the draught proofing will result in even more financial savings.

These savings will be reinvested into the GOGO revolving sustainability fund to go towards more energy saving or other projects in the future. This innovative arrangement allows the GOGO finances to be self-sustaining.

GOGO also improved coffee machine energy efficiency and promoted Earth Hour to staff.

Challenges

There has been a long delay in commencing the HVAC ductwork sealing.

Looking Forward

The Civic Offices draught proofing and HVAC ductwork sealing projects should be underway soon. Further improvements including energy efficient 'variable speed drives' on the HVAC will also be considered to achieve more energy savings.

Further Information

Please see:
<https://intranet.manningham.vic.gov.au/gogo-working-group>



Civic Offices ductwork – leaks tend to occur at every join in the rigid ductwork

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/Project	Action/Target (annual)	Output(s)	Outcome(s)
Sustainability	Mitigation/Energy & Waste Efficiency/Council Practice	Climate 2020 Action Plan; Clean Energy Act 2011; Climate Change Act 2010; Victorian Climate Change Adaptation Plan 2013	Continuously improve the sustainability of Council's business practice	GOGO (Green Office, Green Organisation)	(i) 2 energy efficiency or greenhouse reduction projects commenced or completed (ii) Revolving Fund 70% expended (every 2 years)	(i) The draught proofing project commenced, HVAC ductwork sealing not commenced. (ii) 70% revolving fund was not expended.	(i) Council practice more sustainable; (ii) Active participation in Manningham Improvement Program; (iii) Council leadership and strengthening of staff morale; (iv) Practical support for Securing the Future and Carbon Action Plan programs

24. Food Security Plan

Project status: Achieved

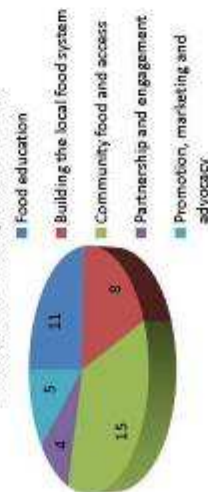
The *Manningham City Council Food Security Plan 2016-2021* aims to help build a sustainable food system that allows better access to locally sourced food for individuals and businesses and encourages healthier food choices.

Outputs vs. Targets

The Food Security Plan was adopted by Council in April 2016 and was a leading initiative of the *Securing the Future Climate Adaption Plan*. The majority of its prioritised work will commence in 2016/17. There is a total of 43 action items, 23 of which are annually recurring items. Nine items are in progress already.

The five strategic areas of the plan are food education, building the local food system, community food and access, partnership and engagement and promotion, marketing and advocacy.

Actions per strategic area in Manningham City Council Food Security Plan 2016-2021



Successful Outcomes

Some key outcomes have been achieved in the latter part of 2015/16.

Council's Aged & Disability Support Services (A&DSS) unit has started donating six to ten unused meals from their food delivery service per month to Doncare Community Service food bank which assists families in need.

In the food education area, the Home Harvest program has continued and the neighbouring kindergarten and primary school have got involved in the MIC2 community garden. With funding from the Lord Mayor's Charitable Foundation and Council, 12 schools have been provided with raised garden beds to grow food to donate to six Doncare food banks across the region.

Food security presentations have also been made to a group of A&DSS clients as well as a primary school assembly, highlighting the issues associated with food insecurity and the benefits of action in this area.

Challenges

Some Food Security Plan actions set for 2015/16 were not achieved. Prioritising actions can be difficult.

Looking Forward

In 2016/17, locally produced food will be promoted through a 'buy local' campaign that will also look at creating more opportunities for local food suppliers and businesses.

Food donations for emergency relief will continue and food sharing opportunities will be explored.

Further Information

Please see the Food Security Plan 2016-2021 for further details.



Families experiencing food insecurity are able to receive perishable and non-perishable goods through Vantage Point food bank which operates each fortnight servicing over 50 families in need.

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/Target (annual)	Output(s)	Outcome(s)
Sustainability	Food security	Health City Plan 2013-17, Securing the Future Adaptation Plan	To build a local food system that supports social, environmental and economic sustainability	Food Security Plan	(i) Finalisation of Food Security Plan and adoption by Council (ii) Develop priority list for ongoing actions 2015/16-2020/21	(i) The Plan was adopted April 2016 (ii) The 23 ongoing actions that span the length of the Plan have been prioritised in accordance with lead unit work plans and team priorities	Education and awareness raising, food donations, relationship building with local food businesses

25. Carbon Abatement Plan

Project status: Achieved

The Carbon Abatement Plan (CAP) outlines the actions Council will undertake to save energy and reduce its own carbon footprint.

Outputs vs. Targets

CAP implementation commenced with significant progress on solar and street lighting installation/efficiencies.

Successful Outcomes

A funding model and consultant have been approved for the changeover of approximately 4,800 mercury vapour streetlights to energy efficiency LEDs.

Solar for council-owned community facilities has been investigated and the final report will be used to seek funding.

A submission was made to the State New Energy Jobs Fund to provide a 300 kilowatt-hour (kWh) solar battery system at Mullum Mullum sports stadium.

An audit of the Depot's 99 kilowatt solar system showed that 50 tonnes of carbon is abated annually by the system.

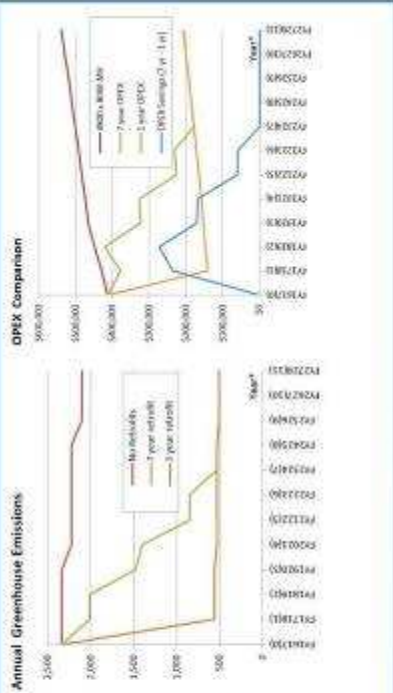
Challenges

- Continued instability in climate change policies at the State and Federal level
- Identifying external sources of funding for carbon abatement projects.

STREET LIGHT SAVINGS

These two graphs depict the greenhouse and operational cost (OPEX) savings that will result when LED Bulk changeover occurs:

- 76% reduction in energy, greenhouse and retail electricity costs
- Operation savings of about \$450,000 per year
- Completed the project over one year instead of over several results in additional operation savings of \$968,000 and upfront front capital savings of \$329,000.



Depot rooftop with completed 99kW Solar PV array

Looking Forward

- The focus for 2016/17 will be:
- The implementation of over 3,000 street light changeovers to energy efficient LEDs.
 - Completing the report into Solar for Community facilities and sourcing funding.

Further information

Please see:
<http://www.manningham.vic.gov.au/climate-and-energy>

Portfolio	Theme	Key policy/legislation	Priority goals	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Sustainability	Mitigation	Climate 2020 Action Plan; Climate Change Act 2007	Facilitation of Carbon Neutral Council by 2020 objectives (Climate 2020 Action Plan) in relation to Council buildings, vehicles, street lighting and clean energy generation.	Carbon Action Plan (CAP)	CAP implementation commenced with significant progress on solar and street lighting installation or efficiencies	CAP implementation has commenced with significant progress on solar and street lighting	Council deploying the most effective and efficient mix of actions to achieve its carbon neutral goal

26. EcoFootprint Reporting

Project status: Achieved

The EcoFootprint Report records Council's carbon and energy footprint and compares this with its carbon reduction targets.

Outputs vs. Targets

The target for EcoFootprint reporting has been achieved, with the two reports covering up to 30 June 2015 and 31 December 2015.

The table below provides a summary of how Council is tracking towards its *Climate 2020* and *Carbon Abatement Plan (CAP)* targets for the 12 month period to 31 December 2015. Green indicates an objective is being met or exceeded whilst red indicates that Council is not achieving targets for this period.

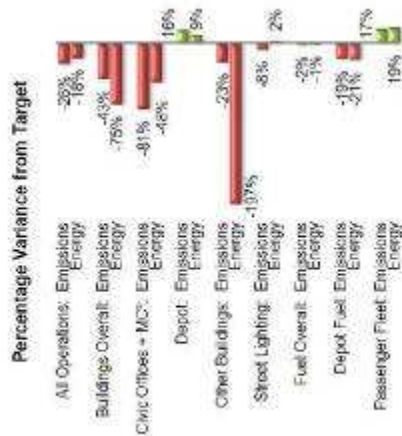


Figure 1. Percentage Variance from Targets

Successful Outcomes

EcoFootprint reporting has successfully transitioned to receiving data from the new and improved 'CarbonMetric' utility data system.

As depicted in Figure 1, Council is not on track to achieve its 2020 energy consumption or carbon targets. This is largely due to the high carbon intensity of Victoria's electricity, making it difficult to achieve Council's Climate 2020 targets without a substantial investment in renewable energy or GreenPower or carbon offsets as municipalities such as Yarra, Moreland and Melbourne have done.

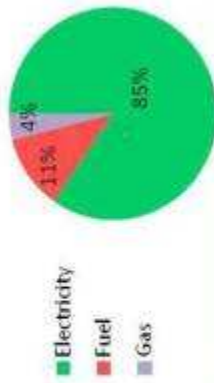


Figure 2. Greenhouse emissions by fossil fuel source

Challenges

- More comprehensive and sophisticated reporting has indicated a considerably larger carbon footprint than when targets were first set in Council plans.
- The unavoidable time lag of three months required between data availability and reports.

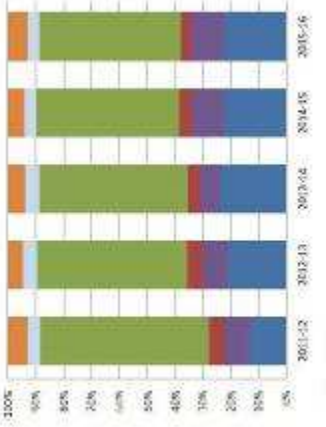


Figure 3 Comparison of Yearly Gross carbon emissions shows the change in carbon intensity by operations over time.

Looking Forward

It is anticipated that a report covering up to 30 June 2016 will be completed by late 2016. The review of the monitoring of Climate 2020 targets will continue to better incorporate the targets and abatement goals and actions of the Carbon Abatement Plan.

Further Information

Please see: EcoFootprint report 2015 on Intranet

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Sustainability	Environment	Climate 2020	To monitor and report on Council energy use and track against Climate 2020 energy targets.	EcoFootprint Reporting	Half yearly and annual reports outlining Council energy uses and greenhouse emissions against 2020 targets	Half yearly and annual reports have been completed on Council energy use and greenhouse emissions against 2020 targets	Council practice that is more sustainable in its reduced carbon emissions

27. NAGA Projects

Project status: Achieved

The Northern Alliance for Greenhouse Action (NAGA) is a regional alliance of nine Councils leveraging their joint resources and knowledge to offer best value greenhouse reduction action.

Outputs vs. Targets

The targets for NAGA projects have been achieved. As part of Solar Scale Up, an Investigations Study into Solar for Community was completed. A number of Manningham suburbs benefited from the Positive Charge service that helped residents save energy, and Manningham's Municipal Energy Profile, shown below, was updated. Additionally, NAGA was active in advocating on streetlight maintenance charges on Council's behalf.



Figure 1: Average resident daily consumption energy consumption (kWh/day).



Figure 2: OMR charges form over 50% of operating expenses for street lights.

Successful Outcomes

NAGA and the Eastern Alliance for Greenhouse Action (EAGA) collaborated for the Investigations Study into Solar for Community which included a business case for solar for low income households. Based on this, a funding submission was made to the Victorian Government's New Energy Jobs Fund with the successful applicants to be announced by 30 June 2016.

The Positive Charge service provided Manningham households with free home energy efficiency assessments and affordable LED light installations and 43 household solar photovoltaic system installations were facilitated through Positive Charge.

A NAGA submission to the Australian Energy Regulator was successful in contributing to reduced streetlight Operations Maintenance and Replacement (OMR) charges and other issues as follows:

- Total minimum streetlight OMR savings across NAGA councils estimated at \$1.5 million for 2016, and \$7.5 million for the next 5 years.
- \$10,000,000 allocated to demand management programs across the NAGA region such as residential battery storage trials which could be delivered in partnership with local government.

Challenges

Continued instability in the policy environment is proving challenging as is the current lack of State and Federal government funding to roll out energy and adaptation projects at a local level.

Looking Forward

Implementation of the NAGA Strategic Plan 2015-2020 will continue.

Further Information

Please refer to: www.naga.org.au or www.positivecharge.com.au

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual)	Output(s)	Outcome(s)
Sustainability	Mitigation and Adaptation	Climate 2020 Action Plan; Securing the Future; (Climate Change Act 2010; Clean Energy Act 2011; Victorian Climate Change Adaptation Plan 2013)	To deliver climate change and emissions-reduction projects at the local and regional scale	NAGA Projects	i. One solar scale up (or similar energy efficiency project) completed ii. Positive Charge products and services delivered to minimum of 2 of the following areas - Park Orchards, Bulleen, Templestowe iii. Increased energy conservation and efficiency, particularly at the community level	i. One solar scale up project was completed ii. Positive Charge service was delivered to all of Manningham iii. The updated Municipal Energy Profile assists with community energy efficiency initiatives	Increased energy conservation and efficiency, particularly at the community level

28. Doncaster Hill Smart Energy Zone

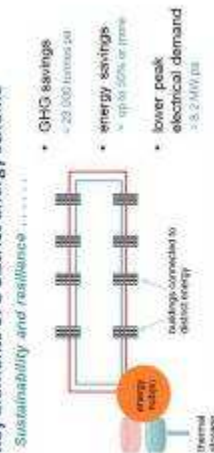
Project status: Partially Achieved

The Smart Energy Zone Strategy promotes the use of local distributed clean energy infrastructure that includes both generation and storage.

Outputs vs. Targets

Governance for the Doncaster Hill District Energy Scheme has been progressed with Memorandums of Understanding (MoU) in place until 2019, Cofely and United Energy (UE) are progressing the Initial Project Plan accordingly. The MC2 optimisation tender and contract negotiations were completed but Council decided not to proceed with the Cofely contract.

Key elements of a district energy scheme

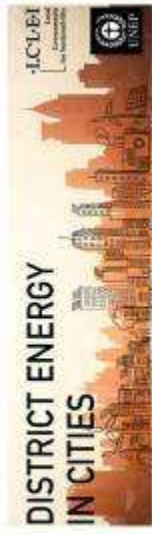


Successful Outcomes

Sharing and distributing local clean energy would benefit Council, Doncaster Hill businesses and the community with a more energy efficient, affordable and resilient source of electricity, heating and cooling.

The Cofely District Energy Master Plan for Doncaster Hill identified two locations for potential energy hubs at the Westfield Doncaster shopping centre and MC2 which already has a trigeneration plant.

The two strategic partners, United Energy and Cofely Australia, are engaged in progressing the District Energy Scheme. United Energy continues to support the program through Australian Energy Regulator's Demand Management Incentive Scheme funding. Leading cities are implementing District Energy schemes



The United Nation's supports the District Energy in Cities program



Challenges

- The long timeframes – multiple years and decades – associated with infrastructure projects.
- Cofely is finding it challenging to progress its Westfield energy services proposal, even though Westfield is a client for a similar project in the London Olympic Precinct.
- Educating developers and property owners about the benefits of district energy.

Looking Forward

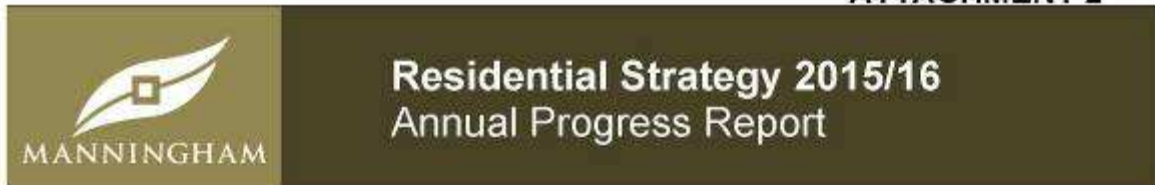
Work will continue on improving the MC2 Trigenation System as an energy hub. In addition, Cofely will continue to engage Westfield, during this hectic planning period for the shopping centre's expansion.

Further Information

- Please refer to:
- www.doncasterhill.com
 - <http://www.unep.org/energy/districtenergynetwork>
 - <https://ecodistricts.org/>

Portfolio	Theme	Key policy/legislation	Priority goal(s)	Program/project	Action/target (annual/longer term)	Output(s)	Outcome(s)
Sustainability	Mitigation and Adaptation	Climate 2020; Smart Energy Zone Action Plan; Clean Energy Act 2011.	Development of innovative energy solutions within a discrete area that integrate supply, demand and storage; demonstrate distributed energy models; empower the community to meet their own energy needs.	Doncaster Hill Smart Energy Zone	i. Cofely Australia and United Energy demonstrate advancement of MoU on Doncaster Hill energy issues. ii. Doncaster Hill District Energy Services Project Plan completed; iii. MC2 tri-generation optimisation project plan tender successfully completed and plant operated successfully under new arrangement	i. Cofely and UE MOUs active until 2019 respectively... ii. Project Plan for Stages 2 & 3 completed iii. Council officers elected not to proceed with Cofely providers, distributors, purchasers, contract that resulted from the tender	i) Leadership and progress on Doncaster Hill place making; ii) Improved TBL for Council and community regarding MC2; iii) Co-operation and partnership development between energy providers, distributors, purchasers, Council and community.

ATTACHMENT 2



Executive Summary

A 2015/2016 annual initiative (4.2) associated with the delivery of Manningham's *Council Plan 2013-2017* is:

'To continue to implement the high priority actions of the Manningham Residential Strategy by developing new planning policies and controls.'

The related measure of success is:

'To report on the commencement or progression of 90% of the Strategy's short term actions by 30 June 2016.'

Of the Strategy's short term actions, 22 out of the 24 have been progressed or completed, representing close to 92% commencement or progression.

Priority actions for 2015/2016 included:

- Progression of C109 Flood Management Amendment;
- Gazettal of C111 providing greater policy direction for Low Density Zones;
- GC42 Introducing an ESD Policy into the Manningham Planning Scheme; and
- Commencing a report to support an amendment to introduce an open space developer contribution into the Manningham Planning Scheme.

Building activity continues to demonstrate that major growth is occurring in Doncaster and Doncaster East and along main roads and around neighbourhood activity centres. Net increase in dwellings continues to exceed the growth assumption forecast of 460 additional dwellings per annum identified in the Residential Strategy 2012. In 2015/16 the net number of new dwellings was 784.

Planning permit activity has continued to grow for dwelling applications and the impact of Amendment C96 is becoming evident with respect to **diversity** of housing types. A marked trend to include a higher percentage of three bedroom apartments in multi uni development is also emerging for DD08 areas.



TRIM Ref: D16/38232

1

1. Background

Council adopted the *Manningham Residential Strategy* on 27 March 2012. The Strategy sets out Council's vision and objectives for the management of residential growth and identifies future actions to be undertaken over the next 20 years. This is the fourth annual report, with the focus of this report being on the progress of the short term actions.

The Residential Strategy (2012) has six key themes. They are:

1. Providing Diverse Housing Opportunities (21 actions)
2. Residential Design, Character and ESD (9 actions)
3. Connecting Communities (4 actions)
4. Providing Sustainable Infrastructure Provision (7 actions)
5. Affordable Housing and Affordable Living Options (8 actions)
6. Monitoring and Review (2 actions)

The Strategy's overall vision and strategic direction is:

'In 2030, Manningham will be a vibrant, safe and liveable municipality that provides housing choices suited to people's needs, whilst protecting the environmental features and characteristics.'

Our residential suburbs will be characterised by:

Diversity - a range of housing types suited to the community's varied needs.

Neighbourhood character – retention of Manningham's 'balance of city and country' and varied lifestyle options.

Connectedness – integration of housing, public transport and employment opportunities to create vitality and a distinct 'sense of place'.

Sustainability – in terms of built form, public transport patronage and infrastructure provision.

Affordability – providing affordable living opportunities.

The Strategy includes an Action Plan with short, medium, long term and ongoing actions (short term = 1 – 4 years, medium term = 5 – 10 years, and long term = 11 – 19 years).

The Action Plan has 51 actions, of which 24 relate to short term timeframes.

A complete list of the actions is included as Appendix A to this report, and a status of each action is provided.

2. Implementation of Residential Strategy Actions 2015/2016

2.1 Priority Actions

The 2014/15 Residential Strategy Annual Report identified that the key projects for 2015/16 would be:

- a) Preparation of a planning scheme amendment that implements the findings of the municipal flood mapping provided that the flood mapping and technical related information is completed (Action 4.4).
- b) Preparation of a planning scheme amendment that introduces an Environmentally Sustainable Development (ESD) policy into the Manningham Planning Scheme (Action 2.7). This amendment was to take place only if the Minister for Planning gazetted amendments adopted by the first group of metropolitan Councils proposing to introduce an ESD policy into their respective planning schemes.
- c) Commencement of work to inform the preparation of a planning scheme amendment that introduces a public open space contribution rate across the municipality outside Doncaster Hill (Action 4.1).

2.2 Key Achievements

All of the priority actions of 2015/16 have been successfully addressed. In summary, they are:

- Amendment C109, which implements the findings of the municipal flood mapping, was prepared and exhibited in November 2015. The submissions received as part of the exhibition are currently being reviewed, and it is likely that they will be reported to Council for consideration in August 2016.
- Amendment GC42, which introduces an ESD policy into the Manningham Planning Scheme, was prepared and exhibited in February 2016. The submissions were considered by Council at its meeting of 26 April 2016, and were forwarded to an Independent Panel for review. The Panel Report, received in June 2016, concluded that Amendment GC42 should be adopted and forwarded to the Minister for Planning for approval. It is likely that the findings of the Panel Report will be reported to Council for consideration in August 2016.
- SGS Economics and Planning was engaged in May 2016 to prepare a report that recommends a public open space contribution rate that could be used to be included in Clause 52.01 of the Manningham Planning Scheme. The work is expected to be completed by the end of August 2016 and will inform the preparation of a planning scheme amendment to the Manningham Planning Scheme. The scope of work has been extended to include a review of the existing open space rate that currently applies in Doncaster Hill.

Other key achievements include:

- Gazettal of Amendment C110 on 3 March 2016. This amendment provides greater policy direction for development in the Low Density Residential zone. Amongst other things, the Amendment makes changes to Clause 21.06 to reflect the importance of the existing local road network and typology to the character of Low Density Residential areas in Manningham and introduces a new reference document, *'Manningham City Council Development Guide: Outbuildings in the Low Density Residential Zone.'*

2.3 Actions Not Commenced

Two short term actions have not commenced because of competing work priorities. These include:

- *Action 2.5 – Review fencing provisions in the Residential 3 Zone to ascertain whether they are still suitable or need to be modified.*

This was included as an action in the Residential Strategy as it was identified as an issue at the time. Since the finalisation of the Strategy in 2012, it has not been reported as an ongoing issue. Accordingly it is recommended that this action be reviewed as part of the next review of the Residential Strategy, which is likely to be in 2017/18.

- *Action 3.1 – Prepare a structure plan for the Bulleen Gateway precinct with consideration given to residential, commercial, industrial uses, open space and urban design issues.*

It is proposed that scoping and project planning for the Bulleen Gateway Precinct Structure Plan will commence in 2017/18.

2.4 Rescheduling of Actions

Action 1.1 of the Strategy is:

- *Review Doncaster Hill Strategy including: Parking rates, Development Contributions Plan, affordable housing targets, the Activity Centre Zone, and the extent of areas surrounding Doncaster Hill that are covered by the DDO8 controls.*

This is also identified as a short term action. Elements of the Doncaster Hill Strategy are regularly being reviewed and currently include projects such as the Mode Shift Plan and review of the Transport Development Contribution Plan items.

Given the scale and range of issues within the Doncaster Hill precinct it is recommended that the timeframe for this action should be changed from short term to ongoing. (Doncaster Hill open space contributions are also being reviewed).

3. 2015/16 Residential Development Activity

Manningham's residential character areas are shown in Appendix B. These character areas reflect the vision and intent of the *Residential Strategy 2012*.

3.1. Building Activity

Appendix C indicates that building activity is in line with the Strategy's intent of directing growth to areas along main roads and around activity centres.

	2013/2014	2014/2015	2015/2016
Total Building Permits	1224	1415	1396
Total cost of works	\$415,342,000	\$464,921,000	\$582,447,090
Total dwellings sites/permits	245	341	332
Total new dwellings	646	1374	1156
Single dwellings	133	206	192
Two dwellings	56	65	78

	2013/2014	2014/2015	2015/2016
Three dwellings	27	31	23
Four dwellings	10	12	11
More than four	19	27	28
Demolitions	201	278	274
Net new dwellings	644	1096	784

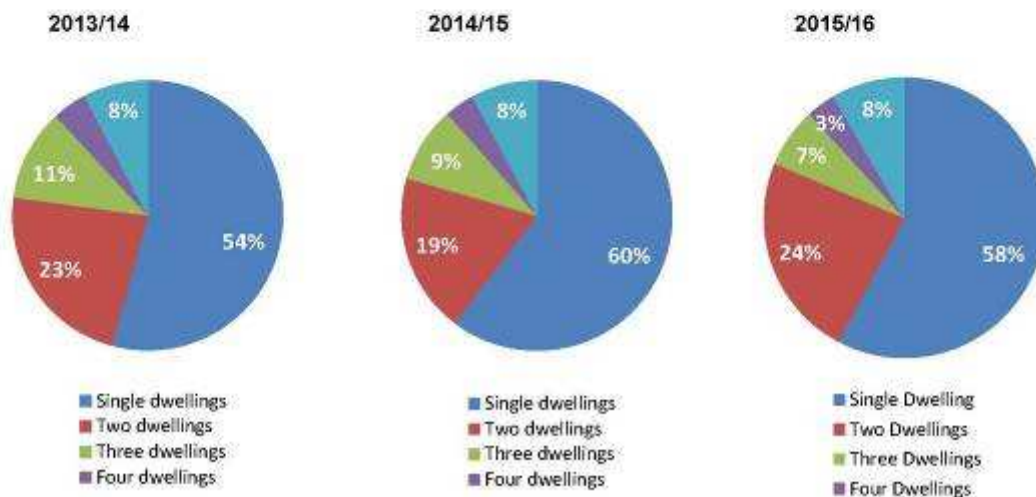
Building permits for **single dwellings** is the largest activity with the percentage of this activity similar to 2014/2015 (60%) to 58% in 2015/2016. The total dollar value of all single dwelling construction permits was \$116.6 M in 2015/2016, an increase of \$11.2M compared to 2014/2015 value.

The number of permits for buildings with **more than 15 dwellings** was ten in 2014/2015, totalling 773 dwellings with 751 of these in Doncaster. In 2015/2016, permits for buildings with more than 15 dwellings totalled ten (557 dwellings), with 465 of these dwellings in Doncaster; 62% of these in Doncaster Hill. In 2014/15, this figure was 89%. The total dollar value of buildings with more than 15 dwellings was \$172.4M in 2015/2016, representing a 20% increase on the 2014/2015 values.

Dwellings are being located in areas that Council has designated for growth with a diversity of housing: 25% in Doncaster Hill ACZ, 20% in the Residential Growth Zone (RGZ) and 57% in General Residential Zones.

Doncaster and Doncaster East have seen the greatest building permit activity for dwellings, followed by Templestowe Lower and Bulleen. From 2014/2015 to 2015/2016, Doncaster has seen a 19% decrease in the number of building permits issued for dwellings (65 permits in 2015/2016). The number of dwellings associated with these permits was 561. Doncaster East has increased from 12.5% of new dwellings in 2014/15 to 26% of new dwellings in 2015/16. Doncaster has gone from being 66% of new dwellings activity in 2014/15 to 49% in 2015/16.

Permits by number of dwellings



Planning Permit Activity for Dwellings

Table 1 below, indicates that planning permit activity for dwellings has continued to be above historic levels, with a further increase of close to 100 more dwelling applications between 2014/15 and 2015/16. Key features of the figures include:

- An increase of 161 planning permit applications between 2012–2016.
- Close to double the number of applications for 2-10 dwellings between 2012–2016
- increase of 25.8%
- The number of applications with more than 10 dwellings has also increased from 13 to 18 applications
- Applications for single dwellings generally relate to the demolition of a dwelling with a replacement dwelling, noting that in many parts of Manningham only a building permit is required for a dwelling on a lot greater than 500m²
- A large proportion of the 2–10 dwelling category are for 3 dwellings on a lot.

Table 1

	2012-2013		2013-2014		2014-2015		2015 - 2016	
Single Dwelling	40	22%	41	20%	47	19%	40	12%
2 - 10 Dwellings	133	71%	142	70%	189	76%	269	83%
11 - 14 Dwellings	1	1%	4	2%	6	2%	4	1%
15+ Dwellings	12	6%	15	8%	7	3%	14	4%
Total	186		198		249		347	

3.2. Design and Development Overlay 8 (DD08)

Table 2 below demonstrates the higher percentage of three bedroom apartments emerging for DD08 areas, with 30% of apartments in 2015/2016 having 3 bedrooms.

Table 2

	2013/14	%	2014/15	%	2015/16	%	Overall Totals	%
Total no DD08 Applications > 15	6		5		6		17	
Average Lot Size (2 Bdrm)	84sqm		78sqm		100sqm		89sqm	
Total No of apartments:	177		161		165		528	
No. and % 1 bedroom	34	19%	40	24%	12	7%	86	16%
No. and % 2 bedroom	124	70%	108	68%	117	63%	349	67%
No. And % 3 bedroom	19	11%	13	10%	36	30%	91	17%
Average Site Coverage	69%		57%		56%		57%	
Average Density	1 per 67.8sqm		1 per 70.0sqm		1 per 90sqm			

3.3. Total number of planning applications

The graphs below reflect the increase in total number of planning applications received in 2015/2016 by 25% from 996 in 2014/2015 to 1207 in 2015/2016.

Permits related to new dwellings account for 29% of all applications; this is slightly more than 2014/2015 (25.8%).



3.4 Doncaster Hill

Table 3 shows activity for Doncaster Hill has increased in 2015/16. During 2015/2016, 296 more apartments were completed, 892 were currently under construction (six developments) and two permits issued for an additional 182 apartments. Property prices hit a record high, with land exceeding \$5000 per square metre.

Residential Strategy 2015/16 – Annual Progress Report

Table 3 Doncaster Hill Major Developments as of June 2016							
	BUILT		CURRENT ACTIVITY		PERMITS		TOTAL
	Pre 2002	Post 2002	Under Construction	Marketing	Issued	Pending	Anticipated Additional
Apartments	153	874	892	296	942	191	4000
Apartments Cumulative since 2002		874 (21.8%)	1766 (44.1%)	2062 (51.5%)	3004 (75.1%)	3195 (79.9%)	4000 ¹
Number Buildings	6	10	6	1	8	2	
Non Residential m²	98,500	MC2 Westfield Stage 1 33,700	Westfield Car Park (additional 579 car spaces)				30,000 ²



¹ Based on original figure will be reviewed to match the types and sizes of developments that are being built on Doncaster Hill.

² Combination of 20,000m² commercial/office and 10,000m² of retail floorspace – excluding Westfield Doncaster expansion. Note: Stage 2 Westfield expansion under review.

8

Table 4 shows the breakdown of apartment numbers in Doncaster Hill. The figures represent developments constructed in the past six years and those that are under construction.

Table 4

1 Bedroom	2 Bedroom	3 Bedroom	Total
526	1388	247	2161
24.3%	64.2%	11.5%	

3.4. Aspirational Targets

The Residential Strategy 2012 identifies aspiration targets to be achieved by 2030. The table below shows the outcomes achieved within three years of Council adopting the Strategy.

Element	TARGET 2030	Achievement 2015/2016
Growth Management	Direct two thirds of residential development to Doncaster Hill, Pines and around neighbourhood activity centres.	Appendix C demonstrates that growth is being directed to main roads and Activity Centre areas. With continued growth on Doncaster Hill and in DDO8, the Residential Strategy's annual growth assumption of 0.8% (460 per annum) has been well exceeded for the last few years. Projections will be reviewed in 2016/07.
Housing Diversity	Increase supply of townhouses, units, villas and apartments from 15.5% to 25% of all residential buildings.	As well as building and planning activity demonstrating the continued move to greater townhouse and apartment products, Table 1 identifies a trend to include greater diversity within apartments.
Affordability	Provide a total of 5% in the urban areas outside Doncaster Hill. This is likely to be around 150 dwellings.	Council has resolved to give in-principle support to sell land generally known as 6–10 Montgomery Street, Doncaster East and the vacant land at the front of the Manningham Centre at 383–395 Manningham Road, Doncaster for residential purposes, subject to an Expression of Interest process that would require a preferred minimum 10% of the development to include affordable / disability housing (due in 2016/07).
Walkability	Increase walking rates (less than 2km) from 39% to 55% as defined in the Department of Transport 'travel for purpose' data.	4600 students exposed to active travel (behaviour change) program. 54% local primary schools engaged in Council led initiatives. 790 metres of walking paths were upgraded. 830 metres of new paths were completed.
Public Transport	Increase public transport use from 8% to around 12%	No figures have been released for 2015/16.

Residential Strategy 2015/16 – Annual Progress Report

Element	TARGET 2030	Achievement 2015/2016
Structure Planning	Prepare structure plans for all 9 neighbourhood activity centres and 3 local activity centres	<p>The following structure plans have been prepared:</p> <ul style="list-style-type: none"> • Tunstall Square Structure Plan (March 2015) • Doncaster East Structure Plan (November 2011) • Templestowe Village Structure Plan (September 2012 revised January 2013). <p>Work has been substantially progressed for the Live Well Bulleen project.</p>



4. 2016/17 Priority Actions

The proposed key projects for 2016/17 are:

- Further progression of Amendment C109 that implements the findings of the municipal flood mapping (Action 4.4).
- Further progression of GC42 that introduces an ESD policy for inclusion into the Manningham Planning Scheme (Action 2.7).
- Completion of work that will determine a public open space contribution rate that could be applied across the municipality outside Doncaster Hill (Action 4.1), as well as within the Doncaster Hill precinct, by way of an amendment to the Manningham Planning Scheme to introduce or amend the public open space contribution rate into the Schedule to Clause 52.01.
- Commencement of scoping and project planning to inform the preparation of a planning scheme amendment that introduces a development contribution rate across the municipality outside Doncaster Hill (Action 4.3).
- Update to Id Forecasting web tool with revised assumptions and actual dwelling activity since the 2011 Census.

5. Conclusion

The *Residential Strategy 2012* includes an Action Plan with a total of 51 actions. The Action Plan is divided into three timeframes:

Short Term Actions	1 – 4 years
Medium Term Actions	5 – 10 years
Long Term Actions	11 – 19 years

Timing	No. of Actions
Short	15
Short – Medium	6
Short – Long	3
Medium	1
Medium – Long	2
Long	1
Ongoing	21
No longer applicable	2
TOTAL	51

This report completes 2015/2016 Annual Initiative 14 (Goal 4.2) with 22 of the 24 short term actions progressed or completed, representing close to 92% of the short term related actions.

NO.	THEME	ONGOING ACTIONS	ACTIONS PROGRESSED	ACTIONS COMPLETED
1	Providing diverse housing opportunities (21)	4	5	7
2	Ensuring quality residential design, ESD and character (9)	2	3	2
3	Connecting Communities (4)	2	1	
4	Providing sustainable infrastructure (7)	3	4	
5	Affordable housing and living options (8)	5		
6	Monitoring and review (2)	2		
	TOTAL	51	13	9

APPENDIX A

Residential Strategy Action Plan – Annual Report 2015/16

The Residential Strategy 2012 includes an Action Plan with a total of 51 actions. The Action Plan is divided into three timeframes:

Short Term Actions	1 – 4 years
Medium Term Actions	5 – 10 years
Long Term Actions	11 – 19 years

Timing	No. of Actions
Short	15
Short – Medium	6
Short – Long	3
Medium	1
Medium – Long	2
Long	1
Ongoing	21
No longer applicable	2
TOTAL	61

The following Table provides a breakdown of the number of short, short-medium, or short-long actions that have either progressed or been completed.

In summary, 22 out of the 24 short term actions have been progressed or completed, representing close to 92% of the short term related actions.

Timeframe	Total No. of Actions	No. of actions progressed	No. of actions completed (2013 – 2016)	No. of actions not commenced
Short	15	7	7	1
Short – Medium	6	6	0	0
Short – Long	3	1	1	1
TOTAL	24	14	8	2

Completed Actions

Action No.	Action	Timeline	Status
1.	PROVIDING DIVERSE HOUSING OPPORTUNITIES		
1.7	<p>Revise Clause 21.05 (Residential section of the MSS), particularly the section relating to Precinct 2 'residential areas surrounding neighbourhood activity centres and along main roads' to strengthen Council's position that this area is identified as an area of substantial change, where there is a focus on multi-level apartment style development on larger sized lots. It is inappropriate, particularly along Main Roads, to have development opportunities constrained by small scale, single storey non-residential uses such as consulting rooms.</p> <p>Revise Clause 21.05 (Residential section of the MSS) as it relates to Precinct 2 'residential areas surrounding neighbourhood activity centres and along main roads' and clarify the form of development that is encouraged within sub-precincts A and B. Pursue the introduction of a Main Road sub-precinct.</p>	Short	<p>Amendment C96, which relates to modifying the DDO& controls, was gazetted on 13/02/2014 and included changes to Clause 21.05 to provide clearer guidance regarding the form and scale and of development encouraged in each of the three sub-precincts. To further support Amendment C96, Amendment C110 was exhibited from 13 August until 14 September 2015, and it sought to provide clearer policy guidance when assessing non-residential uses. Amendment C110 was gazetted on 3 March 2016.</p> <p>Action completed in 2015/16</p> <p>Amendment C96, which relates to modifying the DDO& controls, was gazetted on 13/02/2014 and included changes to Clause 21.05 to provide clearer guidance regarding the form and scale and of development encouraged in each of the three sub-precincts.</p>
1.8	<p>Investigate mechanisms to minimise the 'under-development' of sites, including:</p> <ul style="list-style-type: none"> Financial mechanisms such as a differential rate for vacant land in areas identified for increased development. Site consolidation. Review of existing local policies such as Clause 22.05 'Non-residential uses in Residential Areas Policy'. 	Short - Long	<p>Action completed in 2013/14</p> <p>Mechanisms that have been introduced to minimise 'under-development' of sites are:</p> <ul style="list-style-type: none"> Amendment C96 gazetted in February 2014 introduced mandatory site consolidation requirements in DDO& in order to achieve specified heights. Amendment C110 gazetted in March 2016 revised the local planning policy Clause 22.05 so that it addresses 'Non-residential uses in residential areas'. It is noteworthy that the Amendment seeks to introduce an objective (Clause 22.05-2) that encourages the consolidation of existing allotments located in the Residential Growth Zone to facilitate integrated mixed use development on larger sites. <p>Financial mechanisms, including the rating of properties is an issue investigated by other sectors of Council and cannot be addressed as part of the planning system.</p> <p>Action completed in 2015/16</p>
1.11			

Residential Strategy 2015/16 – Annual Progress Report

Action No.	Action	Timeline	Status
1.12	Advocate to the State Government the release of the new residential zones. Council to consult with all affected residents and other interested stakeholders when the State Government releases its State-wide residential zones.	Short	The new residential zones were introduced into the Manningham Planning Scheme via Amendment C105 which was gazetted on 19 June 2014. Information was distributed via the Manningham website and in Manningham Matters and Manningham Leader advising residents of the new residential zones. Action completed in 2014/15
1.14	Review Clause 21.06 (MSS) of the Manningham Planning Scheme relating to the Low Density Residential Zone and confirm Council's retention of the Low Density Zone as an important lifestyle option in the municipality	Short	Clause 21.06 (relating to Low Density) recognises that increased densities and residential development in low density residential areas are constrained by land capability, environmental values and lack of convenient access to physical and community infrastructure. Amendment C110 was gazetted on the 3 March 2016 and includes a new section relating to traffic and car parking. This new section identifies that the semi-rural road network contributes to the low density character of the area, therefore the intensity of use and development should not have a detrimental impact on the capacity or safety of the existing local road network. Action completed in 2015/16
1.18	Review and provide appropriate bushfire planning provisions in response to Bushfire Royal Commission recommendations.	Short	Bushfire planning provisions were most recently reviewed and amended (by Amendment VC109) on 31 July 2014 in response to Bushfire Royal Commission recommendations. Council has a statutory requirement to implement the bushfire-related planning provisions, including Clause 44.06 Bushfire Management Overlay, Clause 52.47 Planning for Bushfire, and Clause 52.48 Bushfire Protection: Exemptions. No further action is required. Action completed 2014/15
1.19	Assess the location of retirement villages and determine the locations and areas where they would be encouraged and discouraged. Review Clause 22.04 'Accommodation Premises Policy' and provide more direction regarding the location, design and siting of retirement villages.	Short	Amendment C110 was gazetted on the 3 March 2016 and made changes to 22.04 'Accommodation Premises Policy'. The changes provided greater clarity and guidance in relation to 'Policy objectives, location, design, built form, car parking and access, and decision guidelines'. Action completed in 2015/16

2. ENSURING QUALITY RESIDENTIAL DESIGN, ESD AND CHARACTER		
<p>2.1</p>	<p>Review the provisions outlined in the DDO8, and pursue the introduction of mandatory controls for building bulk and / or minimum lot size having regard to past VCAT decisions and completed projects, with the aim of providing greater clarity to the community, developers and decision makers, and improving the design and streetscape outcomes and apartment buildings.</p>	<p>Short</p> <p>Amendment C96 was gazetted on 13 February 2014.</p>
<p>2.7</p>	<p>Review ESD Guidelines for medium density development and identify appropriate mechanisms to include in the Manningham Planning Scheme.</p>	<p>Short</p> <p>Action completed in 2013/14</p> <p>Manningham City Council, together with Darebin City Council, is participating as a second round group of metropolitan Councils proposing to introduce Environmentally Sustainable Development (ESD) Policy provisions in their respective planning schemes.</p> <p>Amendment GC42 builds on the collaborative process undertaken by the Cities of Banyule, Moreland, Port Phillip, Stonnington, Whitehorse and Yarra who introduced an ESD Policy into their respective planning schemes on 19 November 2015.</p> <p>Amendment GC42 proposes to require the preparation of a sustainability assessment as part of a planning permit application (depending on the scale of the development).</p> <p>The amendment was exhibited from 11 February until 15 March 2016. A total of 11 submissions were received (one objecting submission, two non-objecting submissions and eight supporting submissions).</p> <p>At its meeting of 26 April 2016, Council resolved to request the Minister for Planning appoint an Independent Panel, to consider all submissions received in response to Amendment GC42.</p> <p>The Independent Panel Hearing was held on 6 June 2016. The Panel Report has subsequently been prepared and submitted to Council, and it recommends adoption and approval of Amendment GC42.</p> <p>Action completed in 2015/16</p>

Progressed Actions

Action No.	Action	Timeline	Status
1. PROVIDING DIVERSE HOUSING OPPORTUNITIES			
	Review Doncaster Hill Strategy including: Parking rates, Development Contributions Plan, affordable housing targets, the Activity Centre Zone, and the extent of areas surrounding Doncaster Hill that are covered by the DDO8 controls.	Short	Doncaster Hill Annual Progress Report This annual report provides an update on the implementation of the Doncaster Hill Strategy and highlights the major role Doncaster Hill is playing in providing diverse housing opportunities (Refer to Doncaster Hill Annual report for details). DOO8 A review of the extent of the areas in the DOO8 areas will be undertaken when the Doncaster Hill Strategy is reviewed. This is anticipated to take place in 2018/19. Action progressing Further Action: Given that Doncaster Hill is a large scale precinct and comprises several inter-related components i.e. high rise residential development; Westfield; car parking and traffic; urban design; developer contributions, etc, it is recommended that the timeframe for Action 1.1 be changed from short term to ongoing.
1.1			
	Implement the Pines Structure Plan (August 2010).	Short	Amendment C92 was approved on 24 May 2012 and introduced The Pines Structure Plan and related planning controls into the Manningham Planning Scheme. Fifteen planning applications were submitted in 2015/2016, the majority of which relate to subdivision and alterations and additions. One of the planning permit applications was for a new development that included a three storey residential development with 35 dwellings. Some of the actions in The Pines Structure Plan are designated as 'ongoing', meaning that the Structure Plan will be constantly progressing. Action progressing
1.2			

Action No.	Action	Timeline	Status
1.4	<p>Identify any areas around the neighbourhood activity centres and along main roads where building heights should be increased from 3 storeys to 4 – 5 storeys. This would be done as part of the preparation of an Activity Centre Structure Plan. Criteria would include: prominent intersections, surrounding land uses, topography and land use zoning. Any change to the existing height controls in the DDO8 areas would be subject to a planning scheme amendment. Residents and other interested stakeholders would be consulted with in relation to the preparation of any Activity Centre Structure Plan as well as any proposed changes to the existing DDO8 controls.</p>	Short - medium	<p>Activity centre structure planning has been prepared for the following centres:</p> <ul style="list-style-type: none"> • Turnstall Square Structure Plan (March 2015) • Doncaster East Structure Plan (November 2011) • Templestowe Village Structure Plan (September 2012, revised January 2013) <p>The Montgomery Street precinct is within the study boundary of the Doncaster East Structure Plan (November 2011). On 21 April 2015 Council resolved to prepare Amendment C102 to introduce Design and Development Overlay – Schedule 13 (DDO13) to the Council owned land (part of 6 and 8 – 10 Montgomery Street) and the adjoining properties at 12 – 16 Montgomery Street. Located near the prominent intersection of Doncaster and Blackburn Roads, Doncaster East, the purpose of DDO13 is to encourage apartment development up to a maximum 13.5 metres. The Amendment was exhibited, a panel hearing was held on 18 February 2016. Council adopted the Amendment in April 2016. The Amendment is with the Minister for the Planning for consideration.</p> <p>Action progressing</p>
1.6	<p>Ensure integrated transport planning supports functioning of areas identified for increased development including identifying appropriate traffic and parking measures to mitigate impacts.</p>	Short - medium	<p>Council's Network Operating Plan and Bus Review identifies Marningham's bus priority network. The efficiency of the operation of the existing road network is monitored through traffic and car parking studies undertaken at a precinct level. This work is done as part of the preparation of structure plans for activity centres. The continued implementation of the Bicycle Strategy (2013) and the Principal Pedestrian Network are vital in supporting growth areas. A Mode Shift Plan is also being implemented by the Engineering and Transportation Services Unit with respect to Doncaster Hill, to encourage sustainable modes of transport as part of the integrated transport planning for the precinct.</p> <p>Action progressing</p>
1.13	<p>Identify opportunities to provide shop top housing as part of the development of Activity Centre Structure plans.</p>	Short - Long	<p>No opportunities for shop top housing have been identified in this financial year. Shop top housing opportunities were identified in the following Activity Centre Structure plans.</p> <ul style="list-style-type: none"> • Turnstall Square Structure Plan (March 2015) • Doncaster East Structure Plan (November 2011) • Templestowe Village Structure Plan (September 2012 revised January 2013). <p>Action progressing</p>

Action No.	Action	Timeline	Status
2.	ENSURING QUALITY RESIDENTIAL DESIGN, ESD AND CHARACTER		
2.2	Review the boundaries of sub-precinct A of DDO8 to determine whether they should be altered to improve the interface with the abutting land which is in a Residential 3 Zone.	Short	Amendment C96 was gazetted on 13 February 2014. The approval of C96 provided greater direction and clarity in relation to the interface of development in a main road sub-precinct and abutting land, including that in a General Residential Zone Schedule 1 (GRZ1), (formerly Residential 3 Zone). Clause 55 of the Manningham Planning Scheme relates to two or more dwellings on a lot and residential buildings. More particularly Clause 55.02-1 relating to neighbourhood character requires that development responds to the features of the site and the surrounding area and therefore requires that a site plan and neighbourhood context plan be prepared. It is considered that the neighbourhood context plan in addition to the requirements outlined in DDO8 provides appropriate statutory direction to address interface issues between properties in a main road sub-precinct and GRZ1. Council has prepared the <i>Doncaster East Structure Plan (November 2011)</i> and <i>Turnstall Square Structure Plan (March 2015)</i> where the interface between the Main Road sub-precinct and GRZ1 were reviewed. It was concluded that no change be proposed to the sub-precinct boundaries. Whilst this action has substantially progressed, structure plans have yet to be prepared for Macedon Square and Bulleen Plaza activity centres. It is proposed that a review of Clause 21.05 (residential section of the MSS), Design and Development Overlay – Schedule 8 (DDO8), GRZ 1 and 2, and the RGZ be undertaken to address inconsistencies in building height specifications. Any review could also include assessing the appropriateness of the boundary alignment of sub-precinct A and the interface with GRZ1 (formerly Residential 3 Zone). Action progressing Proposed Further Action: Review of Clause 21.05 (residential section of the MSS), Design and Development Overlay – Schedule 8 (DDO8), GRZ 1 and 2, and the RGZ to address any identified inconsistencies in building height specifications. Action not commenced.
2.5	Review fencing provisions in the Residential 3 Zone to ascertain whether they are still suitable or need to be modified.	Short	
2.6	Update the Building Bulk Guidelines to address a range of design and siting issues, including building materials, facade treatments, safety issues and storage requirements that need to be considered when designing multi-level apartment development.	Short	A brief has been prepared to engage architects to facilitate a design excellence forum with Manningham's planners. It is anticipated that the forum will be held towards the end of 2016. The forum will encourage better design and siting of buildings, to ensure that bulk is minimised. Action progressing

Residential Strategy 2015/16 – Annual Progress Report

Action No.	Action	Timeline	Status
3. CONNECTING COMMUNITIES			
3.1	Prepare a structure plan for the Bulten Gateway precinct with consideration given to residential, commercial, industrial uses, open space and urban design issues.	Short	Preliminary scoping has been undertaken for this project. A limitation of the progress of this action has been the lack of funding to engage consultants to undertake market and economic analysis and traffic and transport. Action progressing
3.4	Review on-street car parking signage and existing time limits around all existing shopping centres to provide a fair and efficient parking system for residents, business operators and visitors.	Short - medium	Council's Parking Management Policy was adopted on 28 October 2014. The Policy is intended to assist Council officers in the assessment and implementation of new parking restrictions in the municipality. In 2015/16 on-street car parking signage and existing time limits were reviewed and implemented for Goldfields and Macdon Square shopping centres. Car parking time limits are currently being reviewed for the Jackson Court shopping centre and the Doncaster East Village Shopping Centre (north side of Doncaster Road). Action progressing
4. PROVIDING SUSTAINABLE INFRASTRUCTURE			
4.1	Introduce a public open space contribution rate across the municipality to facilitate a more strategic approach to the provision of public open space.	Short - medium	On 3 May 2016, Council engaged SGS Economics and Planning to prepare a report that recommends a public open space contribution rate that could be used to be included in Clause 52.01 of the Manningham Planning Scheme. The work is expected to be completed by the end of August 2016 which will inform the preparation of a planning scheme amendment to the Manningham Planning Scheme. The scope of work has been extended to include a review of the existing open space rate that currently applies in Doncaster Hill. Action progressing

Residential Strategy 2015/16 – Annual Progress Report

Action No.	Action	Timeline	Status
4.2	Prepare a local planning policy relating to integrated water management for land in the urban and semi-rural areas.	Short	<p>Council is currently working on a range of projects that address integrated water management. The Manningham Drainage Strategy is being prepared in conjunction with Melbourne Water and its Flood Strategy. In working with Melbourne Water, industry tools are being developed to guide works across metropolitan Melbourne. It is anticipated that the next stage of the Drainage Strategy project will be reported to Council in 2017.</p> <p>In addition, Council, with the assistance of Melbourne Water, exhibited Amendment C109 to the Manningham Planning Scheme in November 2015. The Amendment seeks to introduce and revise the Special Building Overlay (SBO) or Land Subject to Inundation Overlay (LSIO) planning controls to properties to reflect areas that may be subject to overland flow in a serious storm event. Refer to Action 4.4.</p> <p>Council officers have also exhibited Amendment GC42, which seeks to introduce an Environmentally Sustainable Development (ESD) Policy into the Manningham Planning Scheme. Refer to Action 2.7. Council officers are in discussion with MAV, Melbourne Water and State Government about how integrated water management outcomes can be enshrined in BESS, the new sustainability design and assessment tool being developed by the Council Alliance for a Sustainable Built Environment (CASBE). This tool is recommended in the ESD Policy proposed to be introduced as part of Amendment GC42.</p> <p>After the three abovementioned projects have progressed, this Action (Action 4.2) will be reviewed to ascertain whether a separate policy needs to be prepared or whether there is sufficient policy direction in the Manningham Planning Scheme.</p> <p>Action progressing</p>
4.3	Introduce a developer contribution to address traffic management, pedestrian and cycling linkages and streetscape improvements across the municipality.	Short - Medium	<p>Preliminary scoping has been undertaken. Detailed information gathering is planned for 2016/2017, with preparation of a Development Contributions Plan earmarked for 2018/19 on the basis that sufficient resources are allocated in the 2018/19 budget.</p> <p>Action progressing</p>
4.4	Complete floodway mapping and progress appropriate planning controls on the affected properties.	Short - Medium	<p>Amendment C109 was exhibited from 12 November until 24 December 2015. Council officers are currently reviewing the submissions received during exhibition.</p> <p>Action progressing</p>

Actions 2.4 and 2.9 have been removed because they are no longer applicable as they related to encouraging single storey development in the former Residential 3 Zone.

Actions Not Progressed

Action No.	Action	Timeline	Status
2. ENSURING QUALITY RESIDENTIAL DESIGN, ESD AND CHARACTER			
2.5	Review fencing provisions in the Residential 3 Zone to ascertain whether they are still suitable or need to be modified.	Short	Not commenced due to other work priorities. Was an issue at the time of adoption of the Strategy but not reported as an ongoing issue. Review as part of next review of the Residential Strategy which is likely to be 2017/2018.
3. CONNECTING COMMUNITIES			
3.1	Prepare a structure plan for the Bulleen Gateway precinct with consideration given to residential, commercial, industrial uses, open space and urban design issues.	Short	Not commenced due to other work priorities. Scoping and project planning to commence in 2017/2018.

Ongoing Actions

Action No.	Action	Timeline	Status
1. PROVIDING DIVERSE HOUSING OPPORTUNITIES			
1.3	<p>Review the Design and Development Overlay – Schedule 8 (DDO8) including sub-precincts A & B around each of the neighbourhood activity centres (Bulleen Plaza, Macedon Square, Jackson Court, Devon Plaza/East Doncaster, Tunstall Square and Donburn) as part of the preparation of an Activity Centre Structure Plan, to determine the appropriateness of the existing boundaries. Criteria would include: topography, road layout, public transport access, within 400 metre radius from activity centre and age of housing stock. Any change to the existing DDO8 boundary would be subject to a planning scheme amendment. Residents and other interested stakeholders would be consulted with in relation to the preparation of any Activity Centre Structure Plan as well as any proposed changes to the existing DDO8 controls.</p>	Now ongoing	<p>Since 2012, three structure plans have been completed including Templestowe Village (2013), Doncaster East Village (2011), and Tunstall Square (2015). There were no structure plans prepared in 2015/16. The DDO8 around other neighbourhood activity centres will be reviewed as part of any other Structure Plans that are prepared.</p>
1.15	<p>Apply criteria in section 3.4.2 considering a rezoning request of land in a Low Density Residential Zone. Criteria includes: existing planning controls and any overlay controls; zoning of adjoining land, size of land, land ownership pattern, sites currently serviced by reticulated sewerage, surrounding neighbourhood character and road layout.</p>	Ongoing	<p>Council officers use the criteria in section 3.4.2 when taking enquiries regarding the possible rezoning of land in the Low Density Residential Zone. On 5 March 2013 the Minister for Planning proposed changes to the Low Density Residential zone by reducing the minimum subdivision requirements from 0.4 ha to 0.2ha where land is contacted to reticulated sewerage. After extensive research and submitting a convincing case to the State Government, on 3 March 2014, the Minister for Planning supported Council's request to retain the minimum subdivision requirement of 0.4ha. The Minister concluded that 'Council has adequately justified the 0.4ha minimum lot size based on the Manningham Residential Strategy 2012, housing needs, environmental limitations and landscape characteristics.'</p>

Residential Strategy 2015/16 – Annual Progress Report

Action No.	Action	Timeline	Status
1.16	Advocate to State Government the need to replace, or reword the objective of the Low Density Residential Zone, or undertake another suitable measure, to recognise that some of Manningham's low density residential areas are connected to reticulated sewerage.	Ongoing	On 3 March 2014 the Minister for Planning confirmed Council's minimum subdivision area of 0.4 ha irrespective of whether the area was connected to reticulated sewerage. In a submission to the State Government's 'Managing Residential Development Advisory Committee' (dated 28 March 2016) Council advocated for the need to include an additional objective to the Low Density Residential Zone that recognises the lifestyle opportunities afforded to the area, and the transitional role that the LDRZ plays between the suburban and non-urban areas. Action completed in 2015/16
1.21	Identify areas to increase employment opportunities compatible with residential development, including working from home and any opportunities arising from the National Broadband roll out.	Now ongoing	The Economic Development and Tourism team has undertaken a range of initiatives to increase employment opportunities compatible with residential development. They include: <ul style="list-style-type: none"> • Providing business related services to retain and support local business including a dedicated online business hub www.manninghambusiness.com.au, an online business directory, monthly free one-on-one confidential business mentoring program and monthly business e-bulletin. • The recently upgraded Manningham Business website has streamlined access to the full suite of business support offered. The inclusion of a blog style News feature offers up-to-date business news on a range of topics. • A diverse range of business development programs on topics that enhance and develop businesses, delivered by professional trainers, experts and motivational speakers. • Continued support of the Business Excellence Awards in association with community partners. The awards are designed to develop business under the business excellence model.
2. ENSURING QUALITY RESIDENTIAL DESIGN, ESD AND CHARACTER			
2.3	Review cul de sacs and side streets within sub-precinct A of DDO8 as part of the preparation of any structure plan for a neighbourhood activity centre with respect to parking and traffic impacts and identify any recommendations to mitigate impacts, including the introduction of mandatory controls for building height and / or minimum lot size.	Now ongoing	Amendment C96 gazetted on 13 February 2014, introduced a mandatory minimum lot size of 1,800m ² mandatory maximum building height of 11 metres for apartment development in sub-precinct A, therefore the controls for development in sub-precinct A are more stringent than when Council endorsed the Residential Strategy (2012). The appropriateness of courts and side streets in sub-precinct A was considered as part of the Tunstall Square Structure Plan (2015), where it was concluded that no changes be made to the delineation of existing DDO8 sub-precinct boundaries. No structure plans have been undertaken in 2015/16 to warrant the need of further reviews of courts or side streets.

Action No.	Action	Timeline	Status
2.8	Encourage developers to consider design aspects of apartments, such as storage (on and off-site), balcony widths and kitchen layouts to better respond to the needs of future occupants.	Ongoing	During 2015/2016, 16 applications were referred to the Sustainable Design Taskforce where feedback was given on the proposed apartment design and general siting issues. In May 2015 the State Government released the discussion paper 'Better Apartments' which seeks feedback on the key design aspects of apartments. Issues addressed in the document include: daylight, sunlight, outdoor space, adaptability, universal design, energy resources, waste and car parking. Council officers prepared a submission at the end of July 2015. Refer to item 3.3 for more information.
3. CONNECTING COMMUNITIES			
3.2	Advocate to State Government initiatives that promote sustainable urbanisation and resilient cities in response to climate change, peak oil and food security.	Ongoing	A response to the Plan Melbourne Refresh was submitted to the State Government (Department of Environment, Land, Water and Planning) on 2 February 2016. The response recommended that: environmental sustainability should be given greater prominence in Plan Melbourne 2016; Melbourne's Resilience Strategy should be reflected in Plan Melbourne 2016; the facilitation of renewable and low-emission energy outcomes is strongly encouraged, and a state-wide approach to Environmentally Sustainable Design is recommended. A revised Plan Melbourne 2016 is expected to be released in the coming months. Council officers will continue to advocate for sustainable urbanisation and resilient cities with subsequent State Government initiatives that are announced.
3.3	Advocate to State Government the need for appropriate planning mechanisms, including car parking rates, that facilitate innovative accommodation models that promote: <ul style="list-style-type: none"> • Communal living facilities such as: kitchen, laundry, entertainment areas (indoor and outdoor), gardens etc. • Working from home, shop-top housing etc. 	Ongoing	As discussed in relation to Action 2.8, Council made a submission to the Victorian Government's 'Better Apartment' discussion paper (May 2015). A Council representative is on a Working Group established by State Government to provide assistance with the development of a suite of planning controls to improve apartment design.

4. PROVIDING SUSTAINABLE INFRASTRUCTURE		
4.5	<p>Ensure that new residential growth priorities are directed into areas that are consistent with <i>Making Manningham Mobile (2010)</i> in particular the Network Operating Plan that identifies preferred public transport and pedestrian routes.</p>	<p>Now ongoing</p> <p>The Principal Pedestrian Network (PPN) was adopted by Council on 28 May 2013, together with a yearly capital allocation of \$13.66 million over the next 10 years. The <i>Tunstall Square Structure Plan</i> was prepared having regard to the <i>Making Manningham Mobile (2010)</i> and preferred public transport and pedestrian routes. As new Structure Plans are prepared, residential growth priorities will similarly be directed into areas consistent with <i>Making Manningham Mobile (2010)</i>.</p>
4.6	<p>Ensure the recommendations of the <i>Residential Strategy (2012)</i> supports Manningham's advocacy of improved public transport.</p>	<p>Ongoing</p> <p>Manningham's existing planning policies encourage increased housing densities around existing neighbourhood activity centres and along main roads where the Green/Red/Yellow orbital bus routes and the DART bus services exist. Council aims to further encourage the community to use public transport by upgrading local bus stops and infrastructure such as seating, shelters, travel information to make them more accessible and safe, and improved service frequencies. Also refer to Action 4.5.</p>
4.7	<p>Continue to work proactively with Melbourne Water, Yarra Valley Water, United Energy and other infrastructure service providers to ensure that future infrastructure planning meets Manningham's demands including maintenance requirements and costs.</p>	<p>Ongoing</p> <p>Council continues to work strategically with agencies responsible for local energy and water infrastructure, United Energy and Yarra Valley Water, respectively. United Energy actively participates in progressing the <i>Doncaster Hill District Energy Scheme</i>. Stage 1 of the District Energy Services Program was formally completed on 14 July 2014, when Manningham City Council and Cofely Australia signed an MoU which appointed Cofely as a strategic industry partners. In August 2014, the MoU was renewed to cover the period 2015 to 2020. Council continues to work with Yarra Valley Water to progress recycled water on Doncaster Hill. Council continues to also work with Melbourne Water with respect to drainage catchments and infrastructure. In particular, Council officers are working with Melbourne Water in relation to Amendment C109, which seeks to introduce and revise the Special Building Overlay and Land Subject to Inundication Overlay over areas that may be subject to overland flow in a serious storm event.</p>

5. PROMOTING AFFORDABLE HOUSING AND AFFORDABLE LIVING	
	Support a target for affordable housing of 5% in the urban areas of the municipality.
5.1	<p>Ongoing</p> <p>Council encourages developers to incorporate affordable housing into larger scale residential developments across the municipality. On 21 April 2015 and 23 June 2015 Council resolved respectively to give in-principle support to sell land generally known as 6 – 10 Montgomery Street, Doncaster East and the vacant land at the front of the Manningham Centre at 363 – 395 Manningham Road, Doncaster for residential purposes, subject to an Expression of Interest process that would require a preferred minimum 10% of the development to include affordable / disability housing.</p> <p>Amendment C102: 6 – 10 Montgomery Street, Doncaster East</p> <p>Amendment C102 was exhibited from 20 August until 1 October 2015. As a result of three submissions, the Amendment was referred to a Panel Hearing that was held on 18 February 2016. Council adopted the Amendment at the April Council meeting and it is currently with the Minister for Planning for approval.</p> <p>Amendment C111: 363-395 Manningham Road, Doncaster</p> <p>Amendment C111 was exhibited from 7 April until 20 May 2016. Six submissions were received. A report considering the submissions was reported to the 29 June 2016 Council meeting.</p> <p>Council officers continue to advocate for affordable housing in Doncaster Hill and on the Eastern Golf Course site.</p> <p>No demonstration housing projects on Council owned land are being planned. Refer to Action 5.1.</p>
5.2	<p>Now ongoing</p> <p>Liaise with Places Victoria, or similar State Government agency, to provide a housing demonstration project on Council owned land that delivers housing diversity suited to local need and incorporates 'best practice' in sustainability, affordable living and urban design.</p>
5.6	<p>Ongoing</p> <p>Advocate to developers, Council's desire to negotiate a proportion of affordable housing within any larger developments proposed in key locations, or strategic redevelopment sites such as the Eastern Golf Course.</p>
5.7	<p>Ongoing</p> <p>Promote more affordable dwellings / living opportunities close to areas of employment to encourage more people to live and work locally.</p>
5.8	<p>Ongoing</p> <p>Refer Action 5.1.</p> <p>Council officers attend regular Steering Committee meetings with the Eastern Affordable Housing Alliance, whilst a Councillor and Manager attend executive meetings three times a year.</p>

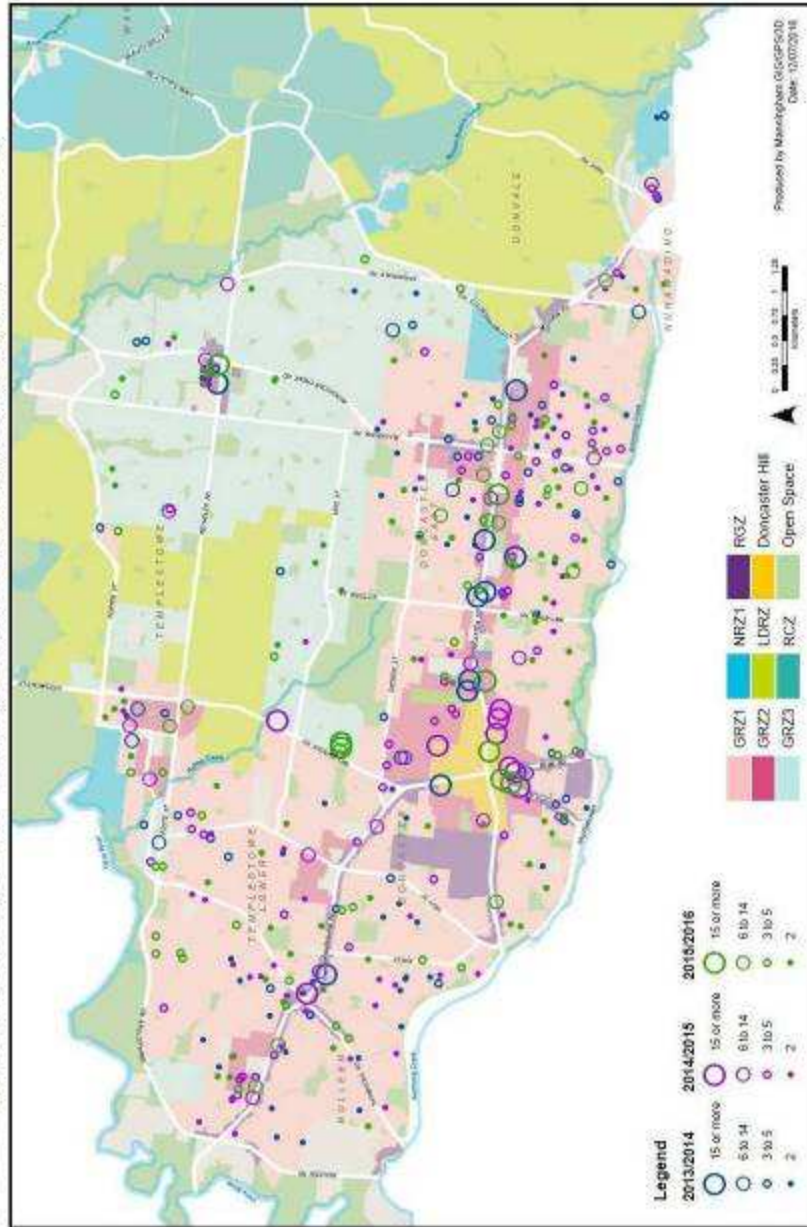
6. MONITORING & REVIEW		
<p>6.1</p>	<p>Monitor and review dwelling approvals to update forecast predictions and aspirational targets outlined in Section 3 of the Residential Strategy. Ensure periodic reviews are in line with the Council Plan and Municipal Strategic Statement.</p>	<p>Ongoing</p> <p>Council monitors planning and building approvals relating to residential development. The spatial distribution of approvals is shown in Figure 2 of this report. On 28 November 2015 the Department of Environment, Land, Water and Planning (DELWP) appointed the Managing Residential Development Advisory Committee (MRDAC) to review the application and implementation of new residential zones. An overarching report was also prepared that established Victoria's demographic and housing supply context for reviewing the application of the new residential zones. A report on the findings of the MRDAC is due to be released in July 2016.</p>
<p>6.2</p>	<p>Continue to monitor, review and encourage State Government public transport initiatives such as providing a train service to Manningham.</p>	<p>Ongoing</p> <p>Throughout 2015 Council and the Doncaster Rail Advocacy Steering Committee (DRASC) actively continued their advocacy for Doncaster Rail and achieved a number of successful milestones. Promotion during the year included:</p> <ul style="list-style-type: none"> • A dedicated stall at Westfield for four days in late September 2015 • Collecting more than 1,000 petition signatures (to be presented to State Parliament in late 2016) supporting further consideration for a Doncaster Rail Link. • Numerous articles in Manningham Matters and feature articles in the local Leader newspaper • Advocacy on rail has also been complemented through a number of other successful avenues and committees, including the Eastern Transport Coalition and the Metropolitan Transport Forum. • Public transport advocacy continued through 2016 with the transformation of DRASC into the new Integrated Transport Advisory Committee (ITAC), with the key milestone from the group's advocacy, securing up to 16 new weekend bus services on two of Manningham's most heavily patronised bus routes and securing allocation of longer articulated buses to support growing demand and address capacity issues on the bus network.

APPENDIX B



APPENDIX C

Multi-unit development - Building Permits in Manningham (July 2013 - June 2016)



ATTACHMENT 3



DONCASTER
HILL
ANNUAL
REPORT
2015/16

TRIM Ref: D16/33929

Doncaster Hill Annual Report 2015/16

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1. ABOUT THIS REPORT

The Doncaster Hill Unit is pleased to present the fourteenth Doncaster Hill Annual Report which provides a summary of work undertaken through the Doncaster Hill Work Program for the period 1 July 2015 to 30 June 2016. It outlines major achievements for the year and highlights the work undertaken by Manningham City Council, its partners and the Manningham community to achieve the Doncaster Hill vision. The Doncaster Hill Strategy (October 2002, revised October 2004) is the key strategic document outlining Manningham City Council's vision for the Doncaster Hill Activities Area.

Previous reports are available at www.doncasterhill.com

2. QUICK FACTS SUMMARY

The Doncaster Hill Strategy has been underway for well over ten years. To date many outcomes have been achieved or are well on the way to meet set targets.









Outcome	Target 2030	Actual	Outcome	Target 2030	Actual
 Additional apartments (since 2002)	4000	874	 Public transport mode shift:	30%	19 ²
Developer Contribution Collected					
 Open space	100%	26% ³	 Infrastructure	100%	28%
 Additional commercial ⁴	21,040m ²	4,554m ²	 Additional retail ⁵	85,025m ²	33,700m ²

¹ Another 892 currently under construction
² No additional data for 2015/2016
³ Approximate only as based on site values

⁴ Target does not include Westfield - Westfield proposed development plan is proposing an additional 18,000m²

⁵ Target does not include Westfield - Westfield proposed development plan is proposing an additional 43,000m²

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Outcome	Target 2030	Actual	Outcome	Target 2030	Actual
Development Contribution Projects Delivered:			Public Acquisition Overlays – Properties Acquired:		
Social 	100%	86%	Open space⁶ 	7	4
Transport 	100%	16%	Transport 	5	5
Streetscape 	100%	40%	Parks upgraded⁷ 	5	3
Public art 	100%	50%	Urban plazas delivered⁸ 	4	2

⁶ A request for Council to purchase 11 Hepburn Road, Doncaster was received in May 2016 and is likely to be considered by Council in July 2016.

⁷ Further upgrades required for the three completed parks. Does not include additional three land purchases and additional level of upgrade of Lawford Reserve due to Eastern Golf Course pedestrian/cycle link connection. A draft Lawford Reserve Plan was developed and exhibited for public comment in May/June 2016, it is anticipated that the plan will be approved in August 2016, with implementation commencing later in 2016.

⁸ Both in Precinct 1

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3. MAJOR ACHIEVEMENTS

The *Doncaster Hill Strategy* aims to facilitate the development of more than 4,000 new residential apartments, new retail and office space, and an extra seven million visitors each year. The population of Doncaster Hill is set to increase by more than 8,000 residents by 2031. The Strategy is Manningham Council's response to increased demand for more appropriate, sustainable and diverse housing options for the Manningham community.

Doncaster Hill's development potential is now being realised, both on a local and international scale, with two developments completed, six development sites currently under construction and a further site poised to commence construction (a total of 1170 apartments). There are currently a further nine planning permits issued in Doncaster Hill, totaling 1085 apartments.

Two additional permits were issued in 2015/16, and two sites commenced construction; one is almost complete (101 Tram Road).

Work was undertaken by Council on key capital works projects, advocacy was undertaken for Doncaster Rail and implementation of the Doncaster Hill Mode Shift Plan continued.

Doncaster Hill Mode Shift Plan

The Doncaster Hill Mode Shift Plan was adopted by Council on 29 July 2014 and aims to encourage greater public transport use, and more walking and cycling, to reduce future traffic congestion in the Hill and to promote healthy outcomes for residents.

The Plan recognises that mode shift is a complex issue, requiring the involvement of both State and Local Government. The Plan identifies a range of actions for implementation, broadly categorised under the core themes of infrastructure; advocacy; planning and behaviour change. Actions within the Plan will be implemented over the next ten years.

Doncaster Rail advocacy

Throughout 2015, Council and the Doncaster Rail Advocacy Steering Committee (DRASC) actively continued their advocacy for Doncaster Rail and achieved a number of successful milestones. Promotion during the year included:

- A dedicated stall at Westfield for four days in late September 2015
- Collecting more than 1,000 petition signatures (to be presented to State Parliament in late 2016) supporting further consideration for a Doncaster Rail Link
- Numerous articles in *Manningham Matters* and feature articles in the local Leader newspaper
- Advocacy for rail has also been complemented through a number of other groups, including the Eastern Transport Coalition and the Metropolitan Transport Forum.

Public transport advocacy continued through 2016 with the transformation of DRASC into the new Integrated Transport Advisory Committee (ITAC). This will ensure that advocacy can continue on achieving a Doncaster Rail Link to Manningham by 2029, as a long term objective, however, will also enable Council to proceed with other short and medium term advocacy objectives in the meantime, such as formally preserving the Eastern Freeway alignment for rail, through the provision of a Bus Rapid Transit (BRT) network along this corridor in the interim (medium term).

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The Plaza Park at MC²

The outdoor forecourt of MC² (Manningham City Square, 687 Doncaster Road, Doncaster) was transformed into a vibrant community space designed to accommodate a wide range of community programs and events from September 2015 – April 2016. The project was co-funded by VicHealth's Community Activation Program which supports a long term plan to get more Victorians living healthier and happier lives.

Informal activities such as an industrial ping pong table, sandpit, piano and footpath games were installed for the community to enjoy at their own leisure. In addition over the 8 month period, 70 programs and events were run ranging from exercise sessions to events in partnership with the Arts Centre and Circus Oz, attracting over 15,000 participants.

Community food garden

This initiative is aimed to inspire the community to grow their own produce, while bringing attention to food security, waste education, sustainable living and healthy eating. The gardens remained on the plaza until February 2015 and have since been relocated and expanded from 12 to 24 boxes at the site of the former maternal and child health care centre. A total of 30 food harvests from the garden were donated to the Doncare food bank.

The garden remains a meeting point for children, parents, grandparents and volunteers. Early Years at MC Square and Doncaster Primary School use the garden as a sustainability project and students regularly visit to water and taste the fresh produce. Fresh vegetables, herbs and fruits are grown, harvested and delivered by volunteers to local families via the Doncare Emergency Relief Pantry and the City Life Church Food Bank.

Private sector development

Table 1 below provides a summary of developments to date and Section 6 details the status of major applications progressed in the last 12 months. Property prices hit record highs in 2015/16, with land exceeding \$5,000 per square metre. Permits were issued and amendments submitted for a number of sites; marketing continued and construction also commenced on other key sites during the year. Highlights included:

- Construction commenced for the Westfield car park adjacent to Goodson Street (5 levels, 854 spaces which provides for an additional 570 spaces).
- Marketing commenced for a nine-storey development comprising 296 apartments, a shop and a restaurant at 682-686 Doncaster Road.
- Construction was completed on the *Imperial Doncaster*; a 93 apartment development at 5 Sovereign Point Court.
- Construction continues on 101 Tram Road (*Panorama*); 20-24 Hepburn Road (*Magnolia*), 8 Hepburn Road (*8Hepburn*) and 88 Tram Road (*88Tram*).
- Construction commenced on 5 Elgar Court (*Gardenhill*) and 642-654 Doncaster Road (*Nest*).
- A permit was issued for 600 Doncaster Road for a 12-level apartment building with 173 apartments over commercial office space.
- A permit was issued for 810 Elgar Road for an eight three-storey dwellings.
- An application was advertised for 9-11 Williamsons Road, Doncaster for a 12-storey development comprising 143 apartments and ground floor retail.
- An application was submitted for 19 Frederick Street for a five-storey building with 48 apartments.

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Promoting the Hill

Key development sites continue to be broadly promoted across a range of property sites, metropolitan newspapers and publications.

Doncaster Hill Major Developments as of June 2016							
	BUILT		CURRENT ACTIVITY		PERMITS		TOTAL
	Pre 2002	Post 2002	Under Construction	Marketing	Issued	Pending	Anticipated Additional
Apartments	153	874	892	296	942	191	4000
Apartments Cumulative since 2002		874 (21.8%)	1766 (44.1%)	2062 (51.5%)	3004 (75.1%)	3195 (79.9%)	4000 ⁹
Number Buildings	6	10	6	1	8	2	
Non Residential m²	98,500	MC2 Westfield Stage 1 33,700	Westfield Car Park (additional 579 car spaces)				30,000 ¹⁰

⁹ Base on original figure will be reviewed to match the types and sizes of developments that are being built on Doncaster Hill.

¹⁰ Combination of 20,000m² commercial/office and 10,000m² of retail floorspace – excluding Westfield Doncaster expansion. Note: Stage 2 Westfield expansion under review.

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4. COUNCIL COMMITTEES AND GROUPS

Council meetings

Councillors are briefed on all major items relating to implementation of the Doncaster Hill Strategy. Updates continued to be provided through the Doncaster Hill quarterly eNewsletter and reports to Council.

Integrated Transport Advisory Committee (ITAC)

In late 2015, Council decided to merge the operation of the Transport Advisory Committee and DRASC, and formed the Integrated Transport Advisory Committee (ITAC). This committee includes a mix of community members (local residents), Council officers and Councillors. The key objective of the Committee is to focus transport advocacy on a broader scale, to include, but not remain exclusive to, rail, bus, tram, cycling and walking, and promote behavior change to encourage greater uptake of sustainable transport by the community.

During the year, the Committee focused extensively on improving bus services through the Hill, in partnership with new operator Transdev and Public Transport Victoria. It provided guidance on the review and changes to the bus network and timetables (including securing up to 16 new bus services on weekends on routes 903 and 907 through Doncaster Hill) and facilitated the preparation of the Doncaster Hill Behaviour Change Plan (part of the Doncaster Hill Mode Shift Plan) and supported a number of other transport initiatives.

Open Space and Streetscape Design Advisory Committee

The Open Space and Streetscape Design Advisory Committee continued to meet quarterly during 2015/16. Items relating to Doncaster Hill streetscape and open space implementation were tabled throughout the year. Discussion topics included Civic Precinct path works and Lawford Reserve site analysis.

These Advisory Committee meetings are attended by Councillors, the Director Planning and Environment, the Director Assets and Engineering, the Manager Economic and Environmental Planning, the Manager Parks and Recreation, relevant officers and community representatives.

Sustainable Design Taskforce

Council's Sustainable Design Taskforce continued to meet to discuss the merits of development applications and provide advice and constructive feedback to developers and their architects on ecologically sustainable development (ESD) and urban design objectives.

The Taskforce comprises Councillors, relevant Council officers and external urban design and architectural professionals. Two Doncaster Hill developments were assessed during the year: 19-21 Frederick Street and 588 Doncaster Road.

Doncaster Rail Advocacy Steering Committee

The creation of the Doncaster Rail Advocacy Steering Committee (DRASC) was endorsed by Council in November 2012. The Committee of community representatives, Councillors and Council officers has engaged the Manningham community to advocate for the provision of a heavy rail link to Doncaster.

The Committee met four times in 2015/2016 and promoted Doncaster Rail at local community markets and festivals, at a 4-day stall at Westfield Doncaster, through a popular art campaign at MC² and through online forums such as the Doncaster Rail website and the *Yes to Doncaster Rail* Facebook page.

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In December 2015, the Public Transport Users' Association presented DRASC with the 2015 Paul Mees Award in recognition of the work on advocacy for Doncaster Rail over the previous year.

In late 2015, Council decided to merge DRASC with the former TAC, and formed the new Integrated Transport Advisory Committee (ITAC). Advocacy on Doncaster Rail continued through that committee in 2016.

Strategic partnerships

During the year Council continued to work in partnership with a number of stakeholders to progress the Doncaster Hill vision, including the Department of Environment, Land, Water and Planning (formerly DTPLI); Yarra Valley Water; United Energy; the Department of Economic Development, Jobs, Transport and Resources; Regional Development Australia; PTV, Transdev and VicRoads.

Internal Committees and Groups

Doncaster Hill Unit

The cross-organisational Doncaster Hill Unit comprises the Director Planning and Environment, Director Assets and Engineering and officers from Economic and Environmental Planning; Statutory Planning; Engineering and Technical Services; Community Relations and Marketing; and Finance. The Unit was created when the Doncaster Hill Strategy was being developed 16 years ago and meets monthly to discuss issues relating to Doncaster Hill. Members continued to liaise with external bodies, including the Department of Environment, Land, Water and Planning, Public Transport Victoria; Yarra Valley Water; VicRoads and United Energy on specific projects. The Unit also contributed to completion of the Doncaster Hill Work Program 2015/16.

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5. CAPITAL WORKS

Precinct 1 Master Plan Implementation

The Precinct 1 Master Plan was adopted by Council in August 2009 and guides future development of the Civic Precinct and surrounds, including Doncaster Primary School, Doncaster Bowling Club, Schramms Reserve, the Council offices and MC².

These capital works projects were undertaken in Precinct 1 during 2015/16:

- Construction of the shared path to the north of the former library portable building. The path provides a linkage between JJ Tully Drive and Council Street and will provide a safe walking route for local school students.
- Installation of building identification signage on MC2 and the Civic Centre. The signs are highly visible at night, and assist new visitors to find the Civic Precinct and distinguish between the two buildings. The installation of these signs was the final stage of the implementation of the signage way finding strategy developed for the precinct in 2012.
- Installation of a set of steps connecting the path on the southern side of MC² with the bottom of the Doncaster Road pedestrian underpass ramp.
- Installation of an additional glass panel on the eastern side of the Civic Precinct bus shelter to provide additional weather protection for commuters.

Doncaster Hill Lighting

Detailed planning and design was undertaken in 2013/14 for the changeover of street lights at the intersection of Doncaster and Elgar Roads to more energy efficient technology and installation was undertaken in July 2015.

6. Development Update



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6. DEVELOPMENT UPDATE

Planning applications and permits issued

The following table details the progress of major planning applications during 2015/16.

Address	Description	Status
COMPLETED		
1 Grosvenor Street (Application no. 20023)	Planning permit issued 20 July 2010. Use, buildings and works associated with the construction of 185 residential apartments in 1 x ten storey building, 1 x four storey building, and 3 x three storey buildings, provision of 203 car parking spaces in three levels of basement car park.	Construction has been completed and the building occupied in June 2016.
The Imperial 5 Sovereign Point Court, Doncaster (Application no. 22636)	Permit issued on 31 May 2010 for construction of a nine-storey building containing 96 apartments over basement car parking. The permit was amended several times as sales occurred. The end apartment yield was 93.	Construction has been completed and the building occupied in July 2015.
UNDER CONSTRUCTION		
Westfield Doncaster 619 Doncaster Road (Application no. 23936)	Planning permit issued 1 October 2014 for use and development of the land in the north-east corner of Westfield (abutting Goodson Street to the south and Grosvenor Street to the north) for the purpose of a five level car park (570 spaces).	The development is well under construction. Several minor changes to the plans have been approved.
The Nest 642-654 Doncaster Road (Application no. 12606)	Original permit issued October 2005 for 4 July 2012 for an 11 storey apartment building containing 273 apartments, restricted retail office, a cafe and basement car parking. An amended Permit was issued in May 2015 reducing the number of apartments to 251 and modernising the design to reflect current design standard and provide additional 3 bedroom apartments.	Construction Management Plan has been endorsed and construction has commenced.

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Address	Description	Status
Garden Hill 5 Elgar Court, Doncaster (Application no. 17542)	The original planning permit was issued in 2007 and allowed the construction of a ten storey apartment building containing 104 apartments above basement car parking. The Permit has been amended several times, the most latest in 2013 when the apartment yield increased to 134. The most recent set of plans approved under the amended permit shows 132 apartments.	The development is well under construction. Several minor changes to the plans have been approved.
8 Hepburn Road (Application no. 21855)	Permit issued on 30 January 2012 for construction of five storey building comprising 67 apartments and basement car parking.	The development is well under construction. Several minor changes to the plans have been approved.
Magnolia 20-24 Hepburn Road and 1 Short Street, Doncaster (Application no. 21760)	Permit issued 25 October 2012 for construction of an apartment building containing 188 apartments above basement car park. An amended Permit was issued on 31 October 2014 for the construction of 181 apartments and reconfiguration of car parking spaces.	The development is well under construction. Several minor changes to the plans have been approved.
88 Tram Road Doncaster (Application no. 21380)	Permit issued 4 June 2012 for construction of a five storey apartment building containing 60 apartments over two levels of basement car parking.	The development is well under construction. Several minor changes to the plans have been approved.
Panarama 101 Tram Road Doncaster (Application no. 22959)	Permit issued on 5 June 2013 for a 13 storey apartment building containing 201 apartments, basement car parking and retail space. An amended Permit was issued on 14 June 2013 to increase in the number of apartments to 221, reduction in retail floor space, addition of a gym and roof terrace and addition of 12 car spaces. The apartment yield has since been reduced to 201.	The development is well under construction. Several minor changes to the plans have been approved.

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Address	Description	Status
MARKETING		
682-684 and 686 Doncaster Road Doncaster (Application no. 24719)	Planning Permit issued for a 10 storey mixed use building containing 296 dwelling, retail and licensed restaurant over 3 level of basement parking.	An application was made to amend plans. This relates to some minor variations to the commercial uses at ground level. Hoarding has been erected around the site and a display suite is being prepared.
PERMITS ISSUED		
600 Doncaster Road (Application no. 24406)	Application received on 16 June 2014 for construction of 12 level apartment building containing 173 apartments over, commercial office space and 220 basement car spaces.	Permit issued May 2016.
810 Elgar Road (Application no. 24419)	Application received in June 2014 for construction of eight three-storey dwellings (townhouses).	Permit issued April 2016.
PERMITS SUBMITTED		
659-669 Doncaster Road, 4-6 Tower Street and 1-5 Council Street, Doncaster (Application no. 22747)	Permit issued at the direction of VCAT on 31 October 2013 and allows the construction of three eight storey mixed use buildings containing 385 apartments, retail premises, trade supplies and restricted retail premises (Bunnings Warehouse). The amended application substantially reduces the apartment yield and goes from 3 to 2 stages.	An application has been made to amend the Permit. The revised plans show a different layout of buildings, works, approved uses, stages and access arrangements. It is expected that a decision will be made shortly.
9-11 Williamsons Road, Doncaster (Application no. PL15/025350)	An application has been lodged proposing the construction of a twelve storey apartment building containing 143 dwellings with ground floor retail and associated basement car parking	The application has been advertised.
19-21 Frederick Street (Application no. 26153)	Application received April 2016 for construction of a five-storey apartment building, comprising 48 dwellings.	Further information requested.

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Address	Description	Status
OTHER		
13 Berkeley Street Doncaster (Application no. 22959)	Permit issued 16 June 2011 for the construction of a four storey building containing office and four apartments.	Amendment application currently being assessed. It includes new retail space at GF and deletion of the 4 dwellings proposed at the top level of the building. Due to the new Westfield pedestrian crossing constructed by Council recently, which is very close to the approved driveway access for the development, Officers are in discussion with the Applicant about re-locating the basement entrance. Site currently for sale.
Westfield Doncaster 619 Doncaster Road Master Plan	Planning scheme amendment and development plan process has commenced for a \$500 million redevelopment predominantly at the northern end of the site.	See below for full update

In addition to the planning applications listed above, there are a further five sites on the Hill for which applications have been received or planning permits have been issued, but no progress occurred during the year. For more information, refer to the Planning Permit Applications Map (Appendix 1).

The table below shows the breakdown of apartment numbers in Doncaster Hill for developments constructed in the past six years and those under construction.

1 Bedroom	2 Bedroom	3 Bedroom	TOTAL
526	1388	247	2161
24.3%	64.2%	11.5%	

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Westfield Doncaster

An expansion of the multi-level car park on the north-east corner of the Westfield Doncaster site has been approved. This will create an additional 570 car parking spaces in the Centre.

On 2 November 2015, Contour Consultants, on behalf of Scentre Group, lodged a formal request to amend the Manningham Planning Scheme to change the planning controls that apply to the Westfield Doncaster site to facilitate a future expansion of the Centre. Since that date, officers have been undertaking a detailed review of the documentation prior to seeking authorisation from the Minister for Planning to publicly exhibit the amendment.

Council formally considered the amendment request on 31 May 2016 and resolved to seek authorisation subject to a number of identified changes. Authorisation was granted late June 2016 with the six week public exhibition period scheduled to be undertaken 21 July 2016 until 1 September 2016.

Doncaster Hill investment attraction

Doncaster Hill continues to be successful in attracting large scale residential apartment investments. A need has been identified to better plan for employment-generating uses outside of Westfield in order to support local jobs creation.

Council has continued to work proactively with developers and businesses and the Department of Economic Development, Jobs, Transport and Resources as well as Regional Development Australia (Melbourne Eastern Region) to identify and create more diverse employment opportunities to enable people to live and work locally.

In association with the seven Councils of the Melbourne East, RDA Melbourne East and Department of Economic Development, Jobs, Transport and Resource a Melbourne East Regional Investment Attraction Strategy was delivered. This identifies key industry sectors and locations to foster investment. The Strategy has also developed a prospectus and a promotional website is in development.

The Strategy identifies Doncaster Hill as one of the Melbourne East's residential development investment areas.

A Regional Plan has also been developed which provides a clear direction for economic growth in the Melbourne East. This will assist with marketing Doncaster Hill as a prominent investment opportunity.

The Economic Development and Tourism team along with the Doncaster Hill Place Manager are working on a Co-working Discussion Paper. This Paper will help identify the opportunities and demand for a co-working facility in Doncaster Hill to service home-based-business in Manningham.

Construction Management

Construction management is becoming a critical issue associated with the recent increased level of development on the Hill, particularly in relation to noise and parking. A Council working group with representatives of Council's Statutory Planning, Local Laws, Planning Enforcement and Traffic Engineering teams, has been formed to confirm the key issues and to draft a template for future Construction Management Plans.

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7. Transport



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7. TRANSPORT

Bus infrastructure and service improvements

As of May 2015, 11 bus services were operating in Doncaster Hill, including the two Green (902) and Red (903) Orbital SmartBus, the 907 DART SmartBus, eight local services and the Manningham Mover community shuttle service. In addition, a NightRider service is provided between the CBD and Doncaster Hill on Friday and Saturday nights.

On 5 June 2016, Public Transport Victoria (PTV) introduced a revised bus timetable for a number of routes that operate through Doncaster Hill, including many local services, the Manningham Mover Loop and all four DART and three Orbital services. The objective of this revised timetable, was to improve connection times of buses with the train and tram services, and provided greater connection certainty between buses and these other modes at stations.

In June 2016, eight new extra weekend services on DART routes 907 (City to Mitcham) were provided to cater for patronage demand on weekend services. In addition, the bus company, Transdev, also allocated a number of longer articulated buses to DART routes during the morning and evening peaks, to address capacity constraint issues experienced on a number of buses in the Doncaster Hill area.

Council, through the objectives of ITAC, advocated to, and is continuing to, encourage PTV to invest in providing additional weekday bus services on the DART network to address significant capacity constraints and meet growing patronage demand, particularly on route 907 which runs along Doncaster Road to the City.

On an average weekday, the 907 DART service carries over 4,000 people, and between 2010/11 and 2011/12 experienced a 57% increase in patronage to over 1.1 million patrons annually. Over an average week, the 907 service carried 23,136 people on 144 services, making it the busiest of the four DART services between the CBD and Manningham, and amongst the top 10 most patronised bus routes in Melbourne.

In order to address growing demand for public transport services to Doncaster, Council has been in discussions with the local bus operator, Transdev, to investigate opportunities to implement a Bus Rapid Transit (BRT) network between the City and Doncaster. This proposal would involve significant capital investment to upgrade infrastructure and services to provide a dedicated busway along the Eastern Freeway (with stations at key overpasses), priority bus lanes on Hoddle Street and Lonsdale Street in the inner city, and priority for buses when existing the Freeway, and along Doncaster Road.

As of June 2016, it is understood that Transdev was still in discussions with relevant state transport and planning ministers and departments to pursue this proposal. Advocacy for BRT will continue through the actions of ITAC, and is a proposal that has received full support by Council to proceed with.

Doncaster Hill Mode Shift Plan

The *Doncaster Hill Strategy* is part of Manningham's growth management strategy, which responds to community need for more diverse housing stock and the challenge of accommodating forecast population growth.

The *Doncaster Hill Strategy* vision is for a state-of-the-art, contemporary, sustainable, high-density, mixed-use village that enhances the social, environmental, economic and cultural

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elements of Manningham. Central to this vision is the achievement of a sustainable transport future through changing people's travel behaviour by encouraging increased public transport use and reduced levels of car dependency.

Microsimulation modelling of traffic conditions within Doncaster Hill undertaken as part of the *Doncaster Hill Parking and Traffic Management Review* (GTA 2011) forecast a significant increase in locally generated traffic for Doncaster Hill at full build out in PM peak periods. Locally generated traffic is a major contributor to likely future road congestion within Doncaster Hill. The GTA Study recommended the achievement of a 30% mode shift to sustainable transport modes to minimise future traffic congestion on Doncaster Hill. Traffic modelling undertaken as part of the review showed that at 100% build out of Doncaster Hill, capacity constraints in the road network would limit the ability of the road network to accommodate additional traffic, resulting in:

- Slower traffic speeds/longer travel times within and through the Hill
- Decreased performance of on-road public transport services within and through the area
- Increased delays at intersections
- Longer times for local traffic to access the arterial road network.

If no action is taken to mitigate these impacts, traffic congestion can be expected to be similar to that found in inner city activity centres across Melbourne, where urban density is higher. The study concluded that Doncaster Hill can technically accommodate future travel demands, if an integrated approach to transport and traffic planning is adopted, and a further 12% reduction in dependency on private vehicle travel is achieved (currently 18% of trips are by walking, cycling or public transport).

The *Doncaster Hill Mode Shift Plan*, adopted by Council in July 2014, identifies actions to achieve a mode shift of 30% to sustainable transport modes, prior to full development of the Hill, which is anticipated to occur in the next 20 to 30 years. Achieving mode shift is a complex issue, requiring a coordinated, long term approach across State Government, Local Government, developers and the community. The attractiveness, accessibility, reliability, efficiency and integration of sustainable transport modes, such as public transport, cycling and walking, parking supply and management, are all considered key factors if mode shift is to be achieved.

Actions identified in the *Doncaster Hill Mode Shift Plan* were broadly categorised as infrastructure, advocacy and behavioural initiatives. Actions were determined following the collation of data from of a community online survey, 2011 census data and an off-street car parking study.

A number of the short term actions have commenced and are ongoing, including:

- Investigate improved pedestrian facilities in Doncaster Hill
- Liaise with Westfield Doncaster to improve pedestrian and cycling access to the centre and bus interchange
- Undertake a further review of the Doncaster Hill Development Contributions Plan (DCP) including seeking VicRoads approval to the proposed intersection signals (2) and pedestrian operated signals (2)
- Conduct a network fit assessment in conjunction with VicRoads to determine the feasibility of continuous bus lanes and bus priority signal improvements through Doncaster Hill and other improvements to sustainable transport modes. Improve pedestrian and bicycle access through the Doncaster Road, Williamsons Road and Tram Road intersection.

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- Continue to advocate for continuous bus lanes though Doncaster Hill along Doncaster Road, Williamsons Road and Tram Road.
- Investigate the location, function and accessibility of the current bus interchange in Doncaster Hill and consider relocation options
- Prepare a behaviour change plan detailing the actions to be undertaken into the future to further encourage mode shift.

Behaviour Change Plan

The development of the Behaviour Change Plan was undertaken in two stages:

1. Development of a Behaviour Change Plan incorporating short term actions and a step by step guide on how to implement future behaviour change programs within Doncaster Hill; and
2. Commencement of a pilot behaviour change project targeting a specific area of Doncaster Hill.

The *Doncaster Hill Behaviour Change Plan* was adopted by Council in March 2016. The aim of the Behaviour Change Plan is to encourage a change in travel behaviour for existing and future residents, employers and employees in Doncaster Hill, to increase the use of sustainable transport modes for local trips and decrease private vehicle use, in order to reduce congestion and adverse environmental impacts, as well as improving community health and wellbeing.

The Behaviour Change Plan will be adapted and modified over time as the community grows and demographics change. The Plan is not a fixed document and is intended to be responsive to the various and differing precincts within Doncaster Hill, as well as to changes in Council objectives and State Government direction over time.

Changes in travel behaviour take time, and while long term change is considered to be achievable, significant change may not be seen in the short term.

Following two community workshops in May and July 2015, a Pilot Project has commenced with residents of Precinct 5 – Sovereign Point Court, where an onsite walk through was undertaken to better understand the barriers being experienced to walking and cycling. In addition, as part of the pilot project, a profile story on one of the resident behaviour change champions from Precinct 5 was published in *Manningham matters* as a way of further encouraging local residents to consider the way they travel. The Pilot Project will continue in late 2016

Review of Traffic and Transport Development Contributions

Another key action of the *Doncaster Hill Mode Shift Plan* is to undertake a review of the proposed traffic and transport infrastructure identified in the Doncaster Hill Development Contributions Plan 2005 (DCP). The DCP includes a range of infrastructure projects that will facilitate traffic, pedestrian and cyclist movements in and around Doncaster Hill.

In January 2016, Council appointed GTA Consultants to undertake the review and make recommendations on the transport infrastructure, including future road extensions, traffic lights, shared paths etc. having regard to traffic modelling and in consultation with VicRoads, Public Transport Victoria and key Council officers.

8. Ecologically Sustainable Initiatives



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8. ECOLOGICALLY SUSTAINABLE INITIATIVES

Doncaster Hill Water Plan

The Doncaster Hill Water Plan is a joint initiative between Manningham City Council and Yarra Valley Water (YVW), aiming to provide a benchmark for other councils in terms of identifying systems and actions that will:

- Reduce the demand for potable water through the use of water saving features and the reuse of wastewater and stormwater
- Reduce the volume of wastewater through conservation and re-use
- Improve stormwater quality run-off and a reduction in peak flows through appropriate treatment and reuse
- Showcase water sensitive design.

Council has worked with YVW over the past few years to develop the project, which will see residents of new apartments in Doncaster Hill being able to access Class A recycled water from a treatment plant. Consistent guidelines for developers have been developed where the installation of a third pipe for recycled water is a mandated Yarra Valley Water requirement. In addition, a number of model solutions have been developed which provide a range of design responses, each of which has the potential to enhance the marketability of a development.

YVW produced and updated Fact Sheet "Developing in the Doncaster Hill Recycled Water Scheme", encouraging early discussions. The fact sheet and more information can be found via YVW's site at www.easyaccessknowledgehub.com.

Developers and project architects are encouraged to speak with Council officers to discuss options for on-site detention requirements prior to lodging a development application. By installing a third pipe and adopting one of the suggested model solutions, developers can expect to satisfy the approval requirements of Council and Yarra Valley Water. YVW is continuing to progress plans for future construction of a Class A recycled water treatment plant.

Smart Energy Zone (SEZ)

In August 2009, Council endorsed the Doncaster Hill Smart Energy Zone Action Plan to support a transition to 21st Century energy solutions. Essentially an energy road map, the Action Plan is guided by three objectives:

1. Reduce energy demand and greenhouse emissions
2. Generate alternative and renewable energy within the Hill
3. Establish Doncaster Hill as a sustainability laboratory.

A number of initiatives have been progressed over the past year in support of the Smart Energy Zone objectives, including.

District Energy Services

During heat waves there is a greater tendency for electricity networks to fail due to the peak in electrical demand as households turn on their air conditioners. A simple strategy for improving network resilience is to reduce 'peak summer electrical demand', often referred to as 'demand management'. Research and case studies strongly suggest such an approach can:

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- Increase the physical resilience of infrastructure
- Foster social and institutional flexibility and innovation
- Reduce the environmental footprint of production and consumption.

The Australian Energy Regulator, through the Demand Management Incentive Scheme (DMIS), offered funding to United Energy and other distributors to explore and implement demand management measures that avoid the necessity to augment the electricity distribution network.

Demand management through a decentralised energy system, is a proven method both in Australia and overseas. Consequently, United Energy and Council have worked to investigate the commercial viability of district energy systems for Doncaster Hill. The District Energy Services project has been funded through the DMIS.

The Doncaster Hill District Energy Services Project is based on decentralised energy systems. Decentralised energy systems produce low and zero carbon energy from a local central energy centre, and distribute this energy to locally connected customers. Thermal energy (heat and cooling/chilled water) is distributed from an energy centre via an insulated pipe network, often laid with an electrical network, to individual buildings. As a result, buildings served by a decentralised energy scheme do not require their own onsite boilers or chillers.

In June 2014, Council endorsed the selection of Cofely Australia as the preferred tenderer. The Cofely proposal, based on use of thermal energy infrastructure to capture waste heat from the trigeneration system via a thermal tank for re-use in heating and cooling, optimises the full potential of the trigeneration system to deliver cleaner and lower cost energy for Council and the community. The \$1 million capital investment necessary to construct the thermal infrastructure would be recovered through energy efficiency and energy charges for heating, cooling and power.

In December 2014, Cofely took over the operation and maintenance of the trigeneration energy system, as an interim arrangement, whilst negotiations for the energy services contract continued. During this period,

In July 2016, Council Officers elected to not proceed with the Cofely offer to upgrade the MC2 Trigeneration System to an energy hub for a local district energy precinct, for the following reasons –

- Cofely had identified a number of measures that would require an additional capital investment before any contract could be entered into; and
- An independent commercial review showed that the business case, due to the large upfront capital investment, was not to Council's benefit.

In the coming year, 2016/17, the activity focus will be:

1. To seek government funding, initially through the Victorian government's New Energy Jobs fund, to fund the necessary upfront capital investment for the MC2 Trigeneration Optimisation;
2. To continue working with Cofely Australia and United Energy to engage Westfield; and
3. To support our two strategic partners in their goal to submit Business Cases for embedded energy generation, energy efficiency and storage.

Doncaster Hill Annual Report 2015/16

MC² Trigeneration Optimisation

One of the most innovative sustainability projects recently undertaken in Doncaster Hill is the installation of a trigeneration system in MC².

In a first for Local Government, the system supplies energy, heating and cooling to the building and energy overflow to the Council offices. The system was installed to achieve carbon reduction and Green Star credits for the MC² project and was funded by Federal and State government grants. The trigeneration system consists of a reciprocating generator producing power and waste heat, which is reclaimed to provide heating and cooling via an absorption chiller.

A review of the trigeneration energy system in mid-2013 identified that further opportunities to optimise the system should be sought and a tender was advertised in late 2013.

Sustainability Management Plans (SMPs)

A Sustainability Management Plan (SMP) forms an integral part of the planning process for applications in Doncaster Hill where developments are required to demonstrate best practice sustainability initiatives and connection to the YVW mandated third pipe.

Council has been working with developers and YVW through SMPs to ensure that infrastructure for the third pipe recycled water scheme has been included. This involves providing a temporary cross-connection to the existing potable water supply which will be switched over to the recycled water supply once available.

There has also been an increased take up of Water Sensitive Urban Design (WSUD) incorporated in recent applications where developments are including more rain gardens in their Sustainability Management Plans to meet Council's best practice stormwater management requirements. WSUD has evolved over recent years so Council has been working closely with developers and their consultants to ensure they implement functional, cost effective and low-maintenance assets.

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9. Communications and Stakeholder Engagement



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9. COMMUNICATIONS AND STAKEHOLDER ENGAGEMENT

Marketing and Communications

Marketing and communications for Doncaster Hill includes ongoing engagement with a range of stakeholders, website updates, promotion and community consultation. During 2015/16 a wide range of tools were used to communicate and promote news and information about Doncaster Hill.

Doncaster Hill website

The Doncaster Hill website, first created in 2002, is an informative and interactive marketing and information tool. The site includes a document library, an extensive image gallery and a 3D virtual model. ENewsletters can be accessed via the website, plus the latest news on development, planning, investment attraction, community facilities and sustainability on the Hill.

The Doncaster Hill website recorded 5,972 sessions throughout 2015/16, with 4,581 users viewing 14,657 pages (as at 22 June 2016). Of these users, 75.2 per cent were new to the site. During the year, visitors viewed an average of 2.45 pages per visit, spending an average of 1.57 minutes on the site. After the home page, the most popular pages are *Doncaster Hill Development* – 7.11% (1,042 visits) and *Completed Applications* – 5.28% of page visits (1,042 visits).

Doncaster Hill fact sheets

Doncaster Hill fact sheets continued to be distributed during the year at the Council offices, at community festivals and to visiting delegations. Fact sheets are also available online at www.doncasterhill.com

Planning applications map

The Doncaster Hill planning applications map (see Appendix 1) was updated quarterly by Council's GIS Unit to reflect the status of current planning permit applications. The map is distributed at developer breakfasts and is available online.

Manningham Matters

Doncaster Hill, Doncaster Rail and MC², specifically the Plaza Park and its events, continued to be promoted via stories in *Manningham Matters*, Council's bi-monthly community newsletter, which was published and distributed to residents in July, September, October and December 2015 and February and April 2016. The April 2016 issue included a story on the behaviour change project, *Doncaster Hill – One step at a time*. This included quotes from a Doncaster Hill resident about the benefits of using public transport and walking to get around Doncaster Hill.

Media

A number of positive news articles were published in local and metropolitan media during the year. The majority of articles appeared in the Manningham Leader, with stories also appearing in Melbourne Weekly Eastern, The Age, Herald Sun and industry journals.

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Media releases

A total of 13 media releases were issued by Council in relation to Doncaster Hill this year. These were distributed to local news media including *Manningham Leader* and *The Weekly Review* and in some cases distributed to metropolitan newspapers *The Age* and *Herald Sun*.

Media releases covered topics such as Doncaster Rail, planning activities, planning scheme amendments and events happening within Doncaster Hill, specifically at the Plaza Park at MC² and the MC² Community Garden.

A summary/excerpt of each of the media releases is outlined below:

Rail cannot progress without phase two study – 27 July 2015

The completion of Doncaster Rail will not make the 2029 deadline set by the Public Transport Victoria (PTV) 'Network Development Plan – Metropolitan Rail, 2012' unless the Doncaster Rail Phase Two Study is completed by 2016.

Spring in to action this September at MC² – 4 August 2015

Manningham City Square is set to become an urban park brimming with activity as part of a new VicHealth initiative that is inspiring communities to get active.

Join in the fun at the Plaza Park Project – 15 September 2015

The Plaza Park Project is nearly here and the community is invited to celebrate the launch of this exciting new activity space in Manningham at an open day on Wednesday 23 September, 11.00 am – 2.00 pm.

Major upgrade for Lawford Reserve – have your say – 24 September 2015

Council is planning a major upgrade of Lawford Reserve in Doncaster as part of the Doncaster Hill Urban Masterplan and is inviting comments from the community on what they would like to see as part of this district level reserve

The Australian Ballet at the Plaza Park – 15 October 2015

Children aged five years and up are invited to dance the morning away at Plaza Park, Manningham City Square between 10.00 am and 1.00 pm on Saturday 7 November.

Farmyard Fun at the Plaza Park on Australia Day – 4 January 2016

Join us at the Plaza Park, Manningham City Square on Tuesday 26 January for a Pop Up Farmyard celebrating all things Australian.

School holiday fun in The MC² Community Garden – 30 December 2015

Manningham Council is hosting a series of free fun school holiday planting activities at the MC² Community Garden from 12 to 19 January.

Located behind MC² (Manningham City Square) at 687 Doncaster Road in Doncaster, the MC² Community Garden is a space where local residents and community members can come together and grow delicious food.

Celebrate Chinese New Year at Plaza Park – 19 January 2016

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Sunday 7 February from 2.00 pm to 5.00 pm will see Plaza Park at Manningham City Square come alive for Chinese New Year with a celebration of Chinese arts and culture.

Summer in the MC² Community Garden – 20 January 2016

The MC² Community Garden in Doncaster will be filled with activity this summer with a range of hands-on activities, workshops and community food swaps on offer from 29 January through to 18 March.

Enjoy some African beats at Jungle Jam – 15 March 2016

Try playing some joyous drum rhythms, sing an uplifting chant, or just groove along to the African beats with Valanga Khoza presenting his show 'Out of Africa'. Event held Sunday 3 April 11.00 am – 3.00 pm.

Have your say – Draft Lawford Reserve Plan on exhibition – 4 May 2016

Manningham Council is inviting comments from the community on its draft plan for a major upgrade of Lawford Reserve in Doncaster, which is located between Westfield Doncaster and the Tullamore Estate residential development.

Council to exhibit plans to expand Westfield Doncaster as Amendment C104 – 1 June 2016

Changes to the Manningham Planning Scheme, which would enable an expansion of Westfield Doncaster, are proposed to go on public exhibition during July and August this year, subject to the Minister for Planning granting authorisation. Known as Amendment C104, the proposed change will revise and introduce new planning controls to the Westfield Doncaster site at 619 Doncaster Road, so that Manningham Council can consider the expansion of retail and commercial floor space.

Doncaster Hill e-Newsletter

During 2015/16, five editions of the Doncaster Hill e-Newsletter were produced and published in July, September, December, March and June. The e-Newsletter currently has a total of 158 subscribers.

Doncaster Hill local developer breakfast forums

Council continued to host local developer breakfast forums to actively facilitate future development on Doncaster Hill. Three Doncaster Hill developer breakfasts were held in 2015/16, in August and December 2015, and May 2016. The breakfasts provide a networking opportunity for Doncaster Hill landowners and developers and representatives from the Department of Economic Development, Jobs, Transport and Resources; Westfield and Box Hill Institute. Guest speakers included Ricki Hershburgh, Manager Sustainability, UDIA, Ian Briggs, Director, Plus Architecture and Matthew Nichol, Director and Principal Economist, REMPLAN.

Development facilitation

One of the key roles carried out by the Doncaster Hill Place Manager is development facilitation. During the year the Place Manager met with developers, landowners, real estate agents and prospective property purchasers to discuss development opportunities for specific sites.

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Pre-application meetings for a number of key sites were held and involved members of the Statutory Planning Unit. The Place Manager acted as the point of contact for developers and community members who sought further information on the Doncaster Hill Strategy, resolution of issues, or assistance with Doncaster Hill marketing and branding.

During the year, the Place Manager also gave presentations on Doncaster Hill to a range of stakeholders, including a Real Estate forum meeting. The Forums are usually held biannually and all agents in Manningham are invited to attend. The presentation on Doncaster Hill focused on the opportunities available to agents via the trend for 'downsizing' of Manningham residents.

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10. BUDGET

The tables below shows actual expenditure Doncaster Hill operating costs, income and capital expenditure for the past three years.

Operating Expenditure July 2013 to June 2016 (\$)

	Actual 2013/2014	Actual 2014/2015	Actual 2015/2016
Specialist costs re Council Plan items	30,975	25,913	17,072
Marketing and promotion	4,082	14,596	5,805
Legal advice	5,476	0	0
General consultants	9,110	11,400	20,000
Administration/function centre costs	3,255	3,273	3,709

Capital Expenditure July 2013 to June 2016

	Actual 2013/2014 \$000's	Actual 2014/2015 \$000's	Actual 2015/2016 \$000's
Streetscape Infrastructure	27	57	8
Transport Infrastructure	9.5	189	0
Public Art	0	0	0
Open Space	55	15	213
Civic Precinct	60	341	65 [^]
Total	209	602	221

[^] The Civic Centre signage was funded via a special business case. This expenditure is not a Developer Contributions Plan (DCP) item.

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INCOME SOURCES	2013/2014 \$000's	2014/15 \$000's	2015/16 \$000's
Sale of assets (minus costs)	2,005	0	0
Grants	-	0	\$129
Development Contributions	172	237	1,474
Open Space Contribution	163	325	2,250
TOTAL	2,340	562	

TYPE OF WORK	2016/2017 \$000's	2017/2018 \$000's	2018/2019 \$000's
Streetscape (boulevard, signage, lighting, street furniture etc)	0*	0	0
Public art	0	0	0
Transport infrastructure (pedestrian/cycle paths, traffic treatments)	0*	0	0
Open Space (Lawford Reserve)	375**	395	395
TOTAL	0	0	0

* Subject to further review of the Doncaster Hill Development Contributions Plan.

** Subject to further investigation of the purchase of 11 Hepburn Road, Doncaster.

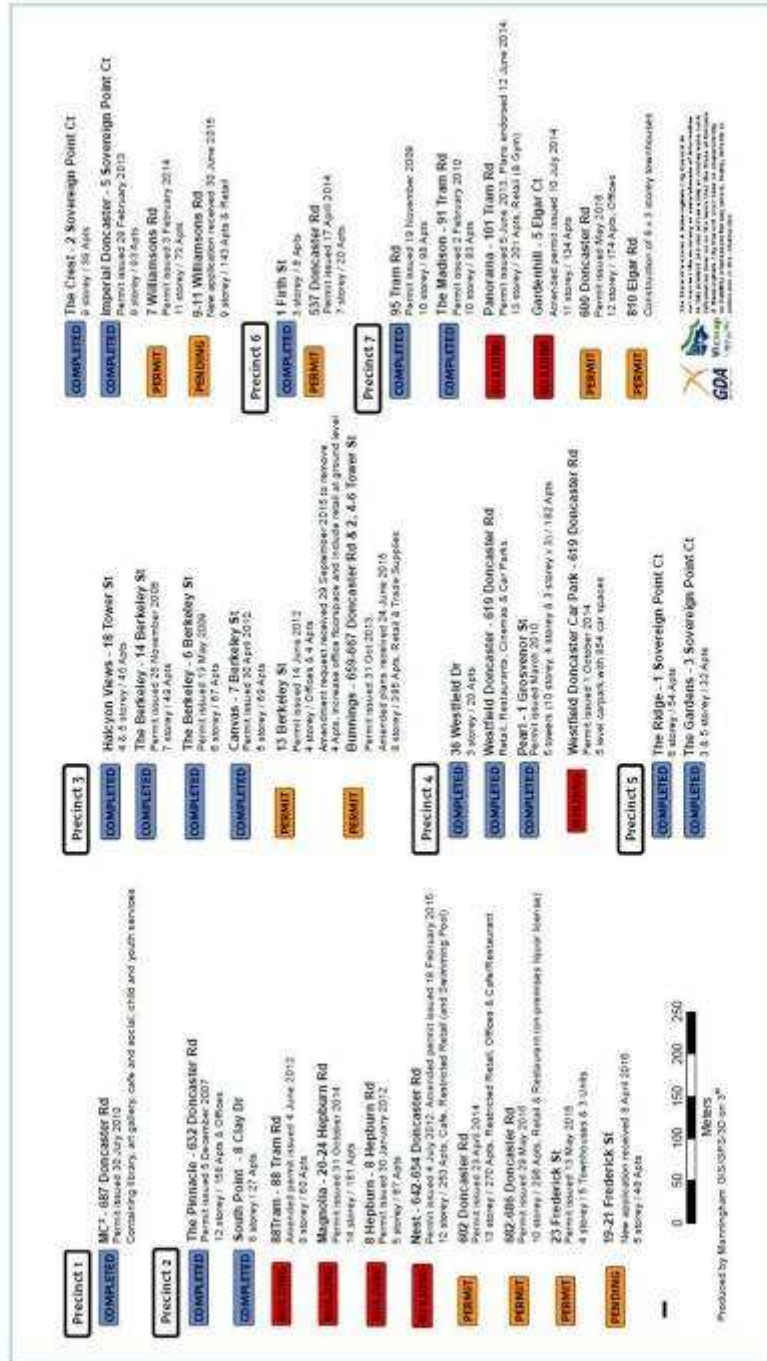
INCOME SOURCES	2016/2017 \$000's	2017/2018 \$000's	2018/2019 \$000's
Sale of assets (minus costs)	0	0	0
Grants/sponsorship	50	100	0
Developer Contributions	1,785	1,500	500
Open Space Contributions	1,697	1,500	500
TOTAL	3,482	3,100	1,000

Doncaster Hill Annual Report 2015/16

APPENDIX 1: Doncaster Hill Planning Applications Map June 2016

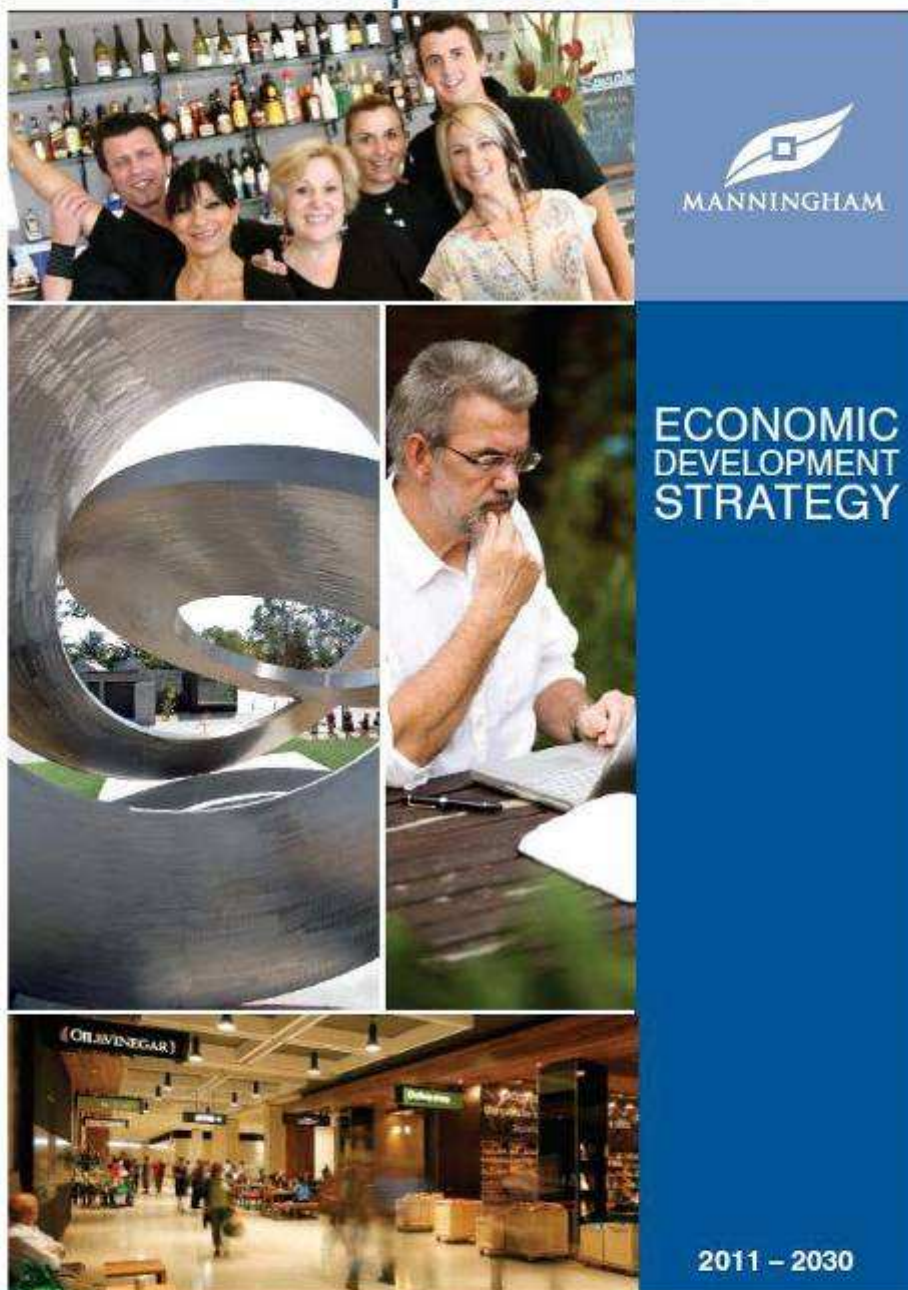


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ATTACHMENT 4

Economic Development Strategy Annual Report 2015/2016



Economic Development Strategy Annual Report 2015/16
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TRIM Ref: D16/35731

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1. Executive Summary

The economic vision for Manningham as articulated in the *Manningham Economic Development Strategy (2011-2030)* is that:

Manningham will support diverse and well located businesses that excel through sustainable practice, technological advancement and support of healthy and accessible communities, resulting in the long term generation of an attractive place to invest personally and professionally.

By bringing together strategic economic objectives across Council, the Economic Development Strategy focuses on actions that create long term community health by positioning Manningham as a great place to learn, live, play and work.

An annual initiative associated with the delivery of Manningham's Council Plan 2013-2017 is:

To continue to implement the Economic Development Strategy with a particular focus on enhancing Manningham's tourism and activity centres to improve the economy of the City.

In 2014/2015 the following items were identified as projects to occur during 2015/16. All the eight projects were completed and are highlighted in the relevant sections of this report.

- ✓ Finalisation and implementation of the *Manningham Visitor and Tourism Marketing Implementation Plan 2015/2016*.
- ✓ Direct marketing with new ABN holders via the ABR database. Electronic mail out to new ABN holders. It is anticipated that this will occur bi-monthly.
- ✓ Improved regional collaboration with members of the Regional Economic Development Group, auspiced by Melbourne East RDA and the East CEO's Group.
- ✓ Completion of the renewal of the Manningham Business website. A new Content Management System (CMS) with responsive design and improved usability.
- ✓ Completion of the Business Development Program survey, used to provide the training required by Manningham's business community.
- ✓ Completion of the Streetscape Master Plan Tunstall Square (west) activity centre and the commencement of improvement works.
- ✓ Continue to support Doncaster Hill with a view to increase the economic benefits of the development, including commercial space and innovation / co-working hubs.
- ✓ Continued support of community driven economic development initiatives such as Manningham Business Network and Manningham Business Excellence Awards

During 2015/16 94% of the 168 actions in the *Manningham Economic Development Strategy* were either delivered or completed by 30 June 2016. It should be noted that 78% of the all actions are defined as *Ongoing*.

Key highlights include:

- The *Visitor and Tourism Marketing Implementation Plan 2015/2016* was finalized in August 2015. Its purpose is to develop a series of activities to encourage visitation and additional spend in Manningham. The continued association with Destination Melbourne and *Discover Your Own Backyard* as well as improving connections with both Nillumbik and Yarra Ranges Tourism has increased the opportunity for this sector to grow.
- Partnerships and an increased role in regional issues have also placed Manningham in a good position moving forward. The continued success of the *Manningham Business Excellence Awards* and *Women Inspiring Business Expo and Lunch* as feature events has created a stronger business community and has promoted Manningham as an ideal place to do business.
- The Business Development Program was again successful for 2015-16 and included 54 events with 1,622 attendees. This was delivered at a minimal cost through leveraging and partnering with external agencies.

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1.1. Quick Snapshot

Actions are delivered via five Strategic Directions as follows

Strategic Direction	Ongoing	Complete	Abandoned	To Commence
Part A – Attracting and Retaining Businesses	68%	25%	7%	0
Part B – Developing Leading Local Businesses	91%	9%	0	0
Part C – Enhancing Manningham Tourism	74.4%	9.3%	9.3%	7%
Part D – Activating and Improving Activity Centres	80%	20%	0	0
Part E – Integrating Economic Development	77%	20%	3%	0

Program	2013/2014	2014/2015	2015/2016
Business Development Events	55	57	54
Event Attendees	1,395	1,608	1,622
Local Business Partnership Program ¹	N/A	6	10
Manningham Business Network (MBN) meetings	10	10	10
E-bulletins	14	18	21
E-bulletin subscribers	1,857	1,666	1,848
New business registered	360	52	84 ²
Business directory update	1,430	840	1,844
New business kits	42	52	40
Commercial Development Approved ³	--	31	22
Footpath Trading Permits (display of goods)	43	44	46
Footpath Trading Permits (outdoor dining)	88	86	96
Busking Permits ⁴	N/A	27	18
Capital Works – Activity Centres	\$973,000	\$912,000	\$909,000
Signage – Activity Centres	\$26,000	\$4,000	\$0 ⁵
Street Furniture – Activity Centres	\$30,000	\$40,000	\$127,000
Maintenance – combined Activity Centre budget	\$510,000	\$510,000	\$510,000
Sponsorship gained	N/A	\$16,210	\$14,210

¹ Program commenced in 2014/15

² Concentration has been on the renewal of the website – accurate records have not been kept for new businesses

³ Data not available for 2013/14

⁴ Permits commenced 2014/15

⁵ The entire 2015/16 City Signage budget was used to fund high-priority signage replacement at Council facilities and in open space reserves.

Economic Development Strategy Annual Report 2015/16

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2. Background

The *Manningham Economic Development Strategy (2011- 2030)* is delivered under the *Manningham Council Plan 2013-2017*:

Strategic Objective 5:

Everything we need is local.

Goal:

Our distinct villages and activity centres are vibrant places to meet and provide support to local business and traders.

Annual Initiative 2015/2016:

To continue to implement the Economic Development Strategy with a particular focus on enhancing Manningham's tourism and activity centres to improve the economy of the City.

Measure:

Development and commencement of implementation of Visitor and Tourism Marketing Plan by 30 June 2016.

The purpose of the *Manningham Economic Development Strategy* is:

To generate resilient, sustainable and vibrant community groups through planning and programs that leverage local competitive advantages and address key challenges facing the city's capacity to retain, develop and attract local economic opportunities.

The Strategy focuses on actions that create long term community health by positioning Manningham as a great place to learn, live, play and work.

The Economic Vision for Manningham, as stated in the Strategy is:

Manningham will support diverse and well located businesses that excel through sustainable practice, technological advancement and support of healthy and accessible communities, resulting in the long term generation of an attractive place to invest personally and professionally.

The Strategy is based on five strategic directions:

Part A - Attracting and retaining businesses

Part B - Developing leading local businesses

Part C - Enhancing Manningham tourism

Part D - Activating and improving activity centres

Part E - Integrating economic development.

The implementation of the *Manningham Economic Development Strategy* commenced in December 2011 and continues to achieve significant results since it was adopted.

3. Part A: Attracting and Retaining Business

This strategic direction is designed to gain understanding of the future (based) skills needed, to plan for provision of suitable supply of floor space and to focus on targeted projects that will attract and support key industry sectors to deliver improved local working opportunities.

This strategic direction has three objectives:

1. Support the development of future based skills to suit local work force requirements.
2. Support the retention and increased supply of physical space for commercial, agricultural and industrial business.
3. Undertake targeted project work to support business attraction and retention.

Table 1 summarizes the types of actions contained within Part A of the *Manningham Economic Development Strategy (2011 – 2030)*.

Part A - Attracting and Retaining Business	
Actions	28
Short	13
Medium	7
Long	1
Ongoing	7

Table 1: Quick Facts - Attracting and Retaining Business

To date, of the 28 actions, 26 (93%) have been commenced or completed, with 2 (7%) abandoned (see Figure 1).

Attracting and Retaining Business - Actions

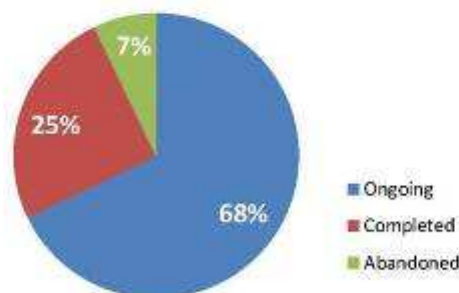


Figure 1: Percentage of Actions, Part A – Attracting and Retaining Business

Working in partnership with other agencies, organisations and Councils, Manningham has been able to secure a comprehensive *Regional Investment Attraction Strategy* for the Melbourne East region, complete with a prospectus. This sets the tone and direction for attracting new business as well as growing and support existing business. The *Strategy* identifies the key business sectors for the Melbourne East region. Manningham continues to

be remains strong in Retail, Health and Professional Services. Working as a region will increase the economic opportunities for Melbourne East and help to leverage the support of other levels of government and private investment.

3.1. 2015/2016 Highlights

- Formation of the Melbourne East Regional Economic Development Group (MEREDG) under an MoU signed by the CEOs of all seven Councils, with support from RDA Melbourne East and the State Government Department of Economic Development, Jobs, Transport and Resources.
- Regional Investment Attraction Strategy, delivered via MEREDG, completed with prospectus and strategy documents. Analysis and data document was also produced which provides comprehensive data for advocacy, funding and other requirements of Council.
- Promotion of the Melbourne East Region through an advertisement and advertorial in National business focused publication *Inside Small Business*. (Refer to Image 1)
- Commenced preparation of *Rural Areas Discretionary Uses Strategy* which will consider appropriate business opportunities in the Green Wedge and other rural areas in the municipality.
- *Business Development Program* was enhanced with data collected from surveys, focused on building business resilience and skills.
- Continued to deliver a wide range of activities within the *Business Development Program* with participation from partnerships and leveraging support from other agencies.
- Commenced delivery of improvements to the Tunstall Square Activity Centre including finalisation of new taxi and bus parking, improved connective footpath and formal adoption of the closure of Shaw Street for a new public space.
- *Food Security Plan* was adopted by Council; this document brings together all the food related actions across Council's plans and strategies. Its actions will form part of coordinated annual work plans across the organisation.
- Completion and launch of the new Manningham Business website.
- Completion of a Manningham *Health Services Demand Assessment* by MarcoPlan Dimasi.

MELBOURNE EAST

Australia's Premier Lifestyle and Business Destination

We are:

- Home to Australia's most highly qualified workforce
- Host to an existing network of 102,000 businesses
- Accessible by major transport networks
- Connected to high-speed broadband internet
- A community with above average personal and household income
- Home to Australia's pre-eminent research, education and innovation providers
- Exceptionally liveable
- Access to Innovation Connections and facilitators at CSIRO and Australian Manufacturing Technology Institute Limited.

This makes Melbourne East a destination for local and global businesses as well and investors to set up and flourish.

102,000 businesses


Major Activity Centres – Box Hill, Camberwell, Doncaster Hill, Knox, Lilydale, Oakleigh, Ringwood

State Government Business Development Office – Ringwood

52 Business and industry associations

362,000 jobs

2 Government supported business hubs – Eastern Innovation Business Centre and REALM



234 business events in 2015

2,158.5 Hectares of Industrial Zone Land

7 Councils, with dedicated Economic Development units

16 Main Street Promotions and Special Rate and Charge Schemes

WWW.RDV.VIC.GOV.AU/EMRDA


Regional Development Australia Melbourne East facilitating, supporting and promoting economic growth in Melbourne East.



BOROONDARA
City of Maribou




KNOX
City Council



MANNINGHAM
City Council




MAROONDAH
City Council



CITY OF
MONASH



CITY OF
HOPPERS CROSSING




YARRA RANGES
Council



An Australian Government Initiative



Regional Development Australia



VICTORIA
State Government

Image 1: Regional Promotion - Inside Small Business

Economic Development Strategy Annual Report 2015/16

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3.2. Melbourne East Regional Economic Development Group

The Melbourne East Regional Economic Development Group (MEREDG) is supported by all seven Councils in the Melbourne East region. The MEREDG meets regularly to deliver regional projects, priorities and opportunities for business, jobs, investment and growth in Melbourne East. Key partners are RDA Melbourne East and the Department of Economic Development, Jobs, Transport and Resources, in particular the Victoria Government Business Office at Ringwood, which services businesses in the East.

Key outcomes for MEREDG have included:

- Finalisation of the Melbourne East *Regional Investment Attraction Strategy* (refer to Image 2)
- Completion of a review on the impact of the night time economy for Melbourne East
- Commencement of a regional promotional website, which will include regional investment map, regional business development calendar, central point of contact for Melbourne East investment opportunities and portal for member councils.
- Involvement in the *Regional Plan* in association with RDA Melbourne East
- Successful implementation of a MoU to deliver regional economic development
- Development of a regional project priority tool to assess projects of regional significant.



Image 2: Melbourne East Investment Prospectus

3.3. Health Services Demand Assessment

With increasing population and aging in place residents' access to health services is important for Manningham. Council commissioned MacroPlan Dimasi to prepare a *Health Services Demand Assessment* which recommends what actions Council can undertake to help facilitate meeting the health needs of our community.

Further work will need to be undertaken in association with the relevant State authorities and private health providers.

3.4. Manningham Business Website

The new Manningham Business website was launched in May 2016 (see Image 3) and replaces an existing website. It is easier to use, with clean, clear styling and robust search functionality. Key features include;

- An upgraded local directory, designed to make it easy for residents to find local businesses
- A business events calendar including regional events
- A dedicated shopping centre page, highlighting Manningham's neighbourhood centres
- A comprehensive suite of business resources
- An up to date news feature
- E-news sign-up and archive.

The website is built on a Wordpress platform providing an easy to use content management system that allows businesses to manage and control their content on the *Local Directory*.

A 'blog' style *News* feature allows for fast upload of up to date business information and other material as it comes to hand.



Image 3: Manningham Business New Look Website

4. Part B: Developing Leading Local Businesses

This strategic direction includes actions designed to equip local business people with the resources required to provide residents with access to exciting employment opportunities and quality goods and services.

The objectives include streamlined communication with business, facilitation of education, training and networking, with a focus on building local resilience and attracting investment to a municipality that is proud of the environment it is located within.

Council's support of an advanced local business network plays an integral role in the health of the local economy. Supporting connections provides improved local employment prospects, as well as improved availability of quality goods and services.

This strategic direction has four objectives:

1. Improve Council's communication tools to improve delivery of business service initiatives.
2. Provide business with pertinent industry information.
3. Encourage continuous investment in development and training.
4. Communicate the benefits of Manningham's training package and environment to enhance local pride and attract new investment.

Table 2 summarises the types of actions contained within Part B of the *Economic Development Strategy 2011 – 2030*.

Part B – Development Leading Local Businesses	
Actions	33
Short	8
Medium	7
Long	3
Ongoing	15

Table 2: Quick Facts - Developing Leading Local Businesses

The Manningham Business Development program for 2015/16 has included a wide range of opportunities for businesses (refer to Image 3). Through partnerships, the Economic Development and Tourism team has managed to secure a total of 54 events with 1,622 attendees. This is a total value in excess of \$162,200 (\$160,800 in 2014/15 and \$139,500 in 2013/2014)⁶ to Manningham's business community. The workshops, seminars and events are offered at no or low cost, which makes them readily available to the target markets of home-based business, small to medium enterprises and tourism operators.

The Manningham Business website and *e-news* (electronic business newsletter) continues to be the best method of mass communication to businesses in Manningham. Both the website and *e-news* have seen improvements in visitation and engagement since they were upgraded.

⁶ Each participant received approximately \$100 value from these workshops, seminars and events

Figure 2 outlines the results for Part B, in relation to which 33 (100%) actions have been delivered or completed to date. This highlights the significant achievements made in business development and communication.

Developing Leading Local Business - Actions

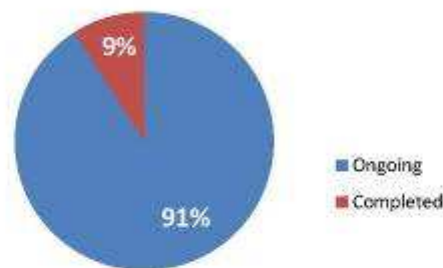


Figure 2: Percentage of Actions, Part B – Developing Local Business

4.1. 2015/2016 Highlights

- Completion of the renewed Manningham Business website. The website now offers a streamlined and easy to use platform for businesses to interact with Council and access the services they need.
- Targeted business development program events to meet the needs of Manningham businesses. Needs identified through a business survey.
- Promotion of business articles and events through the Manningham Business website and e-bulletin.
- Delivered 54 business development events with 1,622 attendees. Majority delivered via partnerships with other government agencies, local businesses, industry associations and training and development organizations. Value of training in excess of \$162,200⁷
- Increased utilization of data sources such as ID Community Profile, REMPLAN and Australian Business Register, these resources which help target businesses located in Manningham.
- Second year of the successful Women Inspiring Business Expo and Lunch. This event was a joint venture with Manningham Business Network and saw 26 local business exhibitors and 120 attendees to the formal lunch.
- Strong promotion of businesses, development program and key centres throughout the year, including Manningham Business Excellence Awards and Women Inspiring Business Expo and Lunch.
- Secured \$6,500 in grant funding from Victoria State Government through Small Business Victoria, this was for Business Excellence Awards and Women Inspiring Business Expo and Lunch. A further \$7,710 was raised in sponsorship for the inaugural Women Inspiring Business Expo and Lunch.
- The community driven Business Excellence Awards raised \$38,500 in sponsorship plus in-kind support in excess of \$10,000. Council provides in-kind support worth approximately \$2,500.

⁷ Approximately each participant received \$100 value from these workshops, seminars and events

4.2. Business Development Program

The business development program covers a wide range of activities, all designed to assist with the training and development of businesses in Manningham. Council partners with a number of organizations, individuals and government agencies to bring a diverse and cost effective business development program to support business in Manningham.

4.2.1. Manningham Business Network (MBN) Incorporated

As an incorporated association, the *Manningham Business Network* is operated by a group of hard working and dedicated local business operators who in collaboration with Council host two meetings monthly. The first meeting of the month is open to the public. At these meetings, broad business themes are discussed with a view to encouraging attendees to join the network in an informal capacity. These meetings are held at Council Offices with the provision of in-kind support from Council for the room and catering.

The second meeting of the month is open only to members. At these meetings members openly discuss issues encountered and share resources and ideas and provide referral opportunities amongst one another.

In 2015/2016, MBN, with Council's support, held 10 open meetings with 416 attendees. The Manningham Business Network has grown by 18% to 49 members, as of June 2016.

Table 3 indicates the number of attendees each month over the last 12 months.

July	August	September	October	November	December
32	120 – (Women Inspiring Business)	28	39	Business Excellence Awards	34
January	February	March	April	May	June
N/A	45	30	29	29	30

Table 3: MBN Open Meeting Attendance 2015/2016

A broad range of business themes were covered in each of the sessions in 2015/2016. Table 4 provides an overview of the opportunities offered to the Manningham business community over the last 12 months.

Date	Speaker	Topic
July 2015	Roger LaSalle	Not the what, but the who and how
August 2015	Yvonne Bornstein	Women Inspiring Business Expo and Lunch
September 2015	Panel Discussion and presentations from MBN Members	Various
October 2015	Presented by Bendigo Bank held at Casavini Ristorante	
December 2015	Featuring Winners of the BEA	
February 2016	Jon Manning	Are You Pricing Like Dennis Denuto?
March 2016	Lisa Renn	Foster Potential

Date	Speaker	Topic
April 2016		
May 2016	Carolyn Tate	Why am I in business?
June 2016	Member Panel	Sharing thoughts and ideas on what makes for good marketing

Table 4: MBN Speaker Topics 2015/2016

4.2.1 Small Business Victoria

Council's work with *Business Victoria* continued throughout 2015/2016 (refer to Image 4 [Small Business Victoria](#)). This long running partnership is based on communication and engagement from both parties to create a successful ongoing relationship.

A total of 10 workshops were held, with 106 participants. Generally groups with a maximum of 20 are allowed at these events in order to provide the most effective development opportunity. These are delivered on a cost neutral basis, with user fees covering costs for the light catering.

These workshops included:

Topic	Description	Attendance
Reduce Your Utility Costs 1 September 2015	Help your business to review your practices, identify savings opportunities and put a plan in place to reduce your costs using simple, effective and inexpensive actions.	4
Business Planning Basics 6 October 2015	This seminar is all about putting in place the essential framework to help move your business forward.	7
Marketing Basics 27 October 2015	In an increasingly competitive business environment, marketing is a valuable way for small businesses to find and keep customers. Marketing Basics provides a great overview of marketing.	17
Business Networking 10 November 2015	Networking is one of the most important business building tools across every industry and sector in today's highly competitive market.	13
Go Online 24 November 2015	The business opportunities presented by the online world are immense but knowing how to start out can be challenging.	14

Table 5: Small Business Victoria events 2015/2016

Council also participated in the Small Business Festival held in August 2015.

Topic	Description	Attendance
Setting Financial Strategies Seminar 21 July 2015	Learn how to develop an effective profit and loss budget and a cash flow forecast that can be used to monitor and measure the strategic objectives of your business.	10
Starting Your Business Workshop	However good your business idea, taking the plunge and starting your own business can	20

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Topic	Description	Attendance
4 August 2015	be a daunting process. Making the right moves at this early stage can help set your new business on the road to success.	
Marketing for Growth 12 August 2015	If you are focused on growing your business, refining your existing marketing strategy could be the most effective way to realise your goals and take your business to the next level.	8
Better Business Practices Workshop 18 August 2015	Introducing better business processes enables business owners to concentrate on their core business activity, maximising the opportunities for success.	6
Get Your Business Organised Seminar 25 August 2015	Help priorities and streamline day to day tasks enabling you to focus on growing and developing your business.	7

Table 6: Small Business Festival Events 2015/2016



Image 4: Business resource developed by Small Business Victoria

4.2.2. *Social Media Workshop Series*

Developed in partnership with Banyule City Council and the Darebin Business Enterprise Centre the *Social Media* series, explored all popular social media applications and the best method for utilizing them for business. This series was developed from feedback by business stating that they wanted to explore applications in more detail.

The series as outlined in Table 7, was delivered across both municipalities on a fee-for-service model.

Topic	Description	Attendance
Getting Started with Social Media	Broad understanding of social media for business	28
Introduction to Facebook for Business	Introductory course to how Facebook works for business	28
Boosting Your Facebook	Taking the next step in Facebook for business	27
LinkedIn and Twitter	Exploring the use of these for business	13
Instagram and Pinterest	Exploring the use of these for business	23
Simple Steps to Building a Website	Building a website using the popular WordPress platform	25
SEO	Getting the most out of your website and search engines	27

Table 7: Social Media Workshop Series

4.2.3. *Manningham Partnership Development Programs*

In order to expand the offerings available to Manningham businesses, Council has sought partnerships with locally based business experts, training providers and organisations.

These have been developed to create opportunities for businesses to learn and grow while also supporting local professionals and business events.

Trainers provide their services at no cost while Council assists by providing the venue, promotion and coordination. The joint venture nature has benefited both parties.

The events held in 2015/2016 are outlined in Table 8 below.

Topic	Description	Attendance
Business Excellence Awards Launch	Breakfast launch of the Business Excellence Awards	132
Amplify Your Marketing - Paul McCarthy Information Sessions	First of a series of marketing workshop from local provider Paul McCarthy	25
Warrandyte Business Expo	Expo and concurrent business seminars held in Warrandyte. Co-sponsored by Manningham, Nillumbik and State Government.	230
Paul McCarthy Workshop 1 - Amplify Your Marketing	Second in a series of marketing workshop from local provider Paul McCarthy	9
Paul McCarthy Workshop 2 - Amplify Your Marketing	Third in a series of marketing workshop from local provider Paul McCarthy	12
Paul McCarthy Workshop 3 - Amplify Your Marketing	Fourth in a series of marketing workshop from local provider Paul McCarthy	8
Inclusion @ Work	Breakfast to promote diversity in the workplace. Guest speakers included business owners and champions of an inclusive workforce. Delivered in association with Social and Community Services, local employment agencies and service providers	160
Paul McCarthy Final Workshop - Amplify Your Marketing	Final in the series of marketing workshop from local provider Paul McCarthy. Was cancelled as deliver provided one-on-one sessions to attendees	Cancelled
Business Excellence Awards	Gala awards night	150
Tourism Forum	Forum of tourism related businesses to promote the services available to them via Council's association with Destination Melbourne and partnerships with Nillumbik and Yarra Ranges Tourism	12
Creating Better Relationships – Eyes of Horus	Local wellness training provided a workshop on getting the most out of your relationships in the workplace. Staff development and customer relations.	28

Table 8: Partnership Programs

4.2.4. Business Enterprise Centre (BEC) – Free Small Business Mentoring

The small business mentoring program is offered at no cost to local Manningham businesses on a monthly basis.

This program is an initiative of Box Hill Institute's Business Enterprise Centre, Manningham City Council, Banyule City Council and Whittlesea City Council.

This program has been running successfully for five years.

Every month, local businesses can book into a one hour, one on one session with a business mentoring professional to assess ideas, business planning, growth strategies, addressing challenges and more.

The 2015/2016 financial year saw 51 businesses, in 11 sessions, receive direct benefit from participating in a free business mentoring session.

4.2.5. *Business Excellence Awards*

The third annual Manningham Business Excellence Awards⁸ were announced in November 2015. The Awards are community driven with in-kind support from Council and provide an opportunity for recognition of leading businesses in Manningham.

The Awards Committee consists of representatives of the four Rotary Clubs of the City of Manningham, two Community Banks (Bendigo Bank), Manningham Business Network and Council.

In 2015, Council ran nomination workshops to help businesses with the application process as shown in Image 6 below. This was well received and proved most beneficial to award entrants.

Other events included hosting Committee meetings and judges' assessment of awards. Council staff also assistance with the Gala Awards night.

The awards are fully funded through sponsorship and Council offers in-kind support through the Economic Development and Tourism team.

The 2015 awards saw a refinement of the award categories to separate larger business, although number of entrants did not meet the expectations. Six awards were presented as follows:

- Accommodation and Food Services – Olivigna
- Personal Services – Ivory Hearing
- Professional Services 1 – Kingsford Podiatry Group
- Professional Services 2 – Top to Toe Health
- Retail – Gourmet Living
- Trade Services – H2 Pro Plumbing



Image 5: 2015 Process for the BEA Awards

These categories culminated in the 2015 Manningham Business Excellence Awards Business of the Year – Top to Toe Health, an allied health provider based in Templestowe.

The Awards are an important part of business development and continued support from Council is incorporated in 2016/2017 Work Plans. The Committee has secured a three year major sponsorship deal with local real estate agency Hudson Bond. This has set up the next three years with a focus on businesses telling their story. The 2016 awards have commenced with a launch breakfast and already are seeing an increased take up of businesses.

⁸ For latest news on the awards see <http://www.manninghambea.com.au/>

5. Part C: Enhancing Manningham Tourism

Tourism and the visitor economy make up a key component of Manningham's local economy. Visiting Friends and Relatives (VFR) is the largest market supporting the local visitor economy.

VFR has significantly higher value in Manningham than other parts of the Eastern Region, which itself has a high component of VFR compared to Greater Melbourne.

Manningham's unique characteristics and its balance of City and Country provide a diverse range of tourism attractions and destinations, both built and natural. These include shopping, museums and arts, parks and play spaces. There are also several destination operations including: Beasley's Tea House, Petty's Orchard, Kellybrook Winery etc.

This strategic direction has four objectives:

1. Attracting and retaining events.
2. Fostering business excellence.
3. Promoting 'Memorable Manningham'.
4. Planning for tourism infrastructure and programming.

Table 6 summarises the types of actions contained within Part C of the *Manningham Economic Development Strategy (2011 – 2030)*.

Part C – Enhancing Manningham Tourism	
Actions	43
Short	13
Medium	7
Long	2
Ongoing	21

Table 6: Quick Facts - Enhancing Manningham Tourism

Council is continuing to work on implementation of the actions in Part C of the Strategy.

A total of 36 (84%) actions have been delivered or completed to date, with four (9%) abandoned and 3 (7%) yet to have been commenced, (Figure 3).

Attracting and Retaining Business - Actions

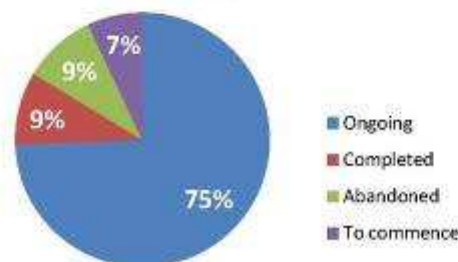


Figure 3: Percentage of Actions, Part C – Enhancing Manningham Tourism

5.1 2015/2016 Highlights

- Continued relationship with Destination Melbourne Limited, including intelligence gathering through Greater Melbourne Tourism networking meetings and events.
- Promotion of a range of tourism focused events via association with Destination Melbourne Limited program *Discover Your Own Business*, including various festivals, destinations, trails, and operators.
- Finalised the *Manningham Visitor and Tourism Marketing Implementation Plan*.
- Held tourism operator focused workshops and networking events to provide opportunity for businesses to learn and grow together.
- Commenced preparation of the *Rural Areas Discretionary Uses Strategy*, which will identify appropriate uses (including tourism) within the *Green Wedge and Rural Zones* of Manningham.
- Continued delivery of quality infrastructure in our parks and open spaces, including public toilets in key activity centres and playgrounds in popular parks.
- Improvements to the Council website to include greater focus on visitor and visitor activities in the City, incorporated into *Things to do*.

5.1. Destination Melbourne – Discover Your Own Backyard

Manningham has continued to partner with *Destination Melbourne* and the *Discover Your Own Backyard* campaign. Manningham and several visitor based businesses have featured in many promotional items.

The increased participation of tourism businesses would assist with extending the reach of this program and is a key driver of the *Manningham Visitor and Tourism Marketing Implementation Plan*.



Image 6: April *Inspire Me* featured day trip between Templestowe and Warrandyte⁹

⁹ <http://www.dvob.com.au/inspire-me/templestowe-and-warrandyte-all>



Image 7: Promotion of the Kellybrook Cider Festival in April DYOB e-news

5.2. Visitor and Tourism Marketing Implementation Plan 2015/2016

The *Visitor and Tourism Marketing Implementation Plan 2015/2016* was finalised in August 2015.

The purpose of the Plan is to develop a series of activities to encourage visitation and additional spend in Manningham by:

1. Increasing engagement and interaction with visitor related business operators.
2. Engaging with residents of Manningham to increasing their knowledge of local visitor attractions.
3. Encouraging visitation to Manningham from Greater Manningham and beyond.

The Plan utilises visitor and tourism data to create activities to deliver relevant actions from the *Manningham Economic Development Strategy (2011 – 2030) – Part C Enhancing Manningham Tourism*.

The actions in the Implementation Plan relate to positioning and promoting Manningham's tourism products, establishing partnerships to deliver and promote events and actions.

In future years the implementation plan will incorporate data from other sources such as the *Rural Areas Discretionary Uses Strategy* and the *Greater Melbourne Destination Management Plan* being developed in association with Destination Melbourne and others in 2016-2017.

Tourism, or visitor, expenditure is still focused on the three key industries of Retail, Accommodation & Food and Arts & Recreation services (see Table 7). While Transport, Postal and Warehousing and Manufacturing make up the top five industries, accounting for 80% of the tourism expenditure in Manningham.

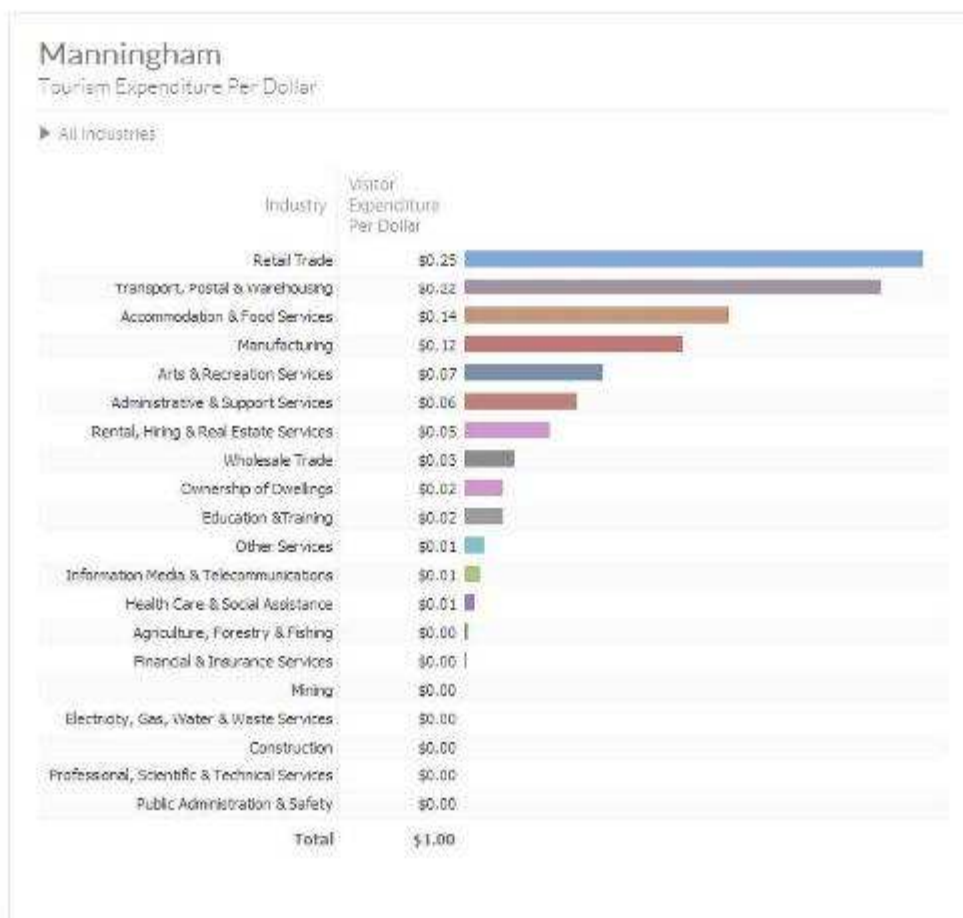


Table 7: Tourism Spend - REMPLAN 2016

6. Part D: Activating and Improving Activity Centres

This strategic direction is focused on recognizing that activity centres are community social space, where people meet, socialize, live and work. Activity centres provide residents and visitors access to amenities, goods and services in an open easy to access space. Manningham’s shopping centres offer experiential unique shopping, while also providing opportunities for residents and visitors to congregate and socialize.

Manningham is home to 40 activity centres and a number of out of centre business precincts, including the Doncaster Road car yards and Bulleen gateway industrial area. A continued focus on activating and improving activity centres provides ongoing opportunities to attract and retain valuable businesses while creating vibrant and attractive social hubs. These hubs offer the opportunity to support a diverse economic base and offer an attractive residential and social lifestyle for Manningham residents.

In recognition of the value of activity centres and out of centre business hubs, the Strategy provides an approach to address issues facing these business hubs now, and in the future.

This strategic direction has three objectives:

1. Plan places with an intention to provide the community and local business with high quality, sustainable, vibrant and integrated economic, residential and social hubs.
2. Provide activity centres and the retail sector with support structure and industry information.
3. Support precinct marketing and branding

Table 7 summarises the types of actions contained within Part D of the Manningham Economic Development Strategy (2011 – 2030).

Part D – Activating and Improving Activity Centres	
Actions	40
Short	9
Medium	3
Long	1
Ongoing	27

Table 8: Quick Facts - Activating and Improving Activity Centres

A total of 40 (100%) actions have been delivered or completed, (Figure 4).

Activating and Improving Activity Centres - Actions

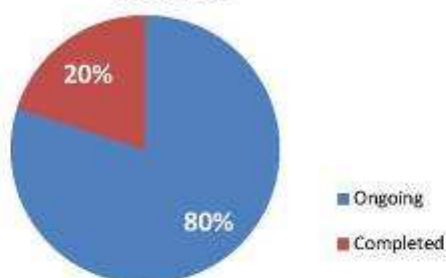


Figure 4: Percentage of Actions, Part D – Activating and Improving Activity Centres

6.1. 2015/2016 Highlights

- Streetscape Masterplan completed for Tunstall Square. Stage 1 works completed with Stage 2 commenced.
- Continued delivery of streetscape improvements at Jackson Court.
- Stage 6 of Yarra Street Warrandyte works and installation of a new public toilet at Federation Playground commenced.
- Macedon Square Streetscape Masterplan commenced with feature survey.
- Continued support for the Special Rate and Charge Schemes in Manningham as a way to help trader group promote their centres.
- Continued to host Active Retail forums with representatives from the major activity centres in Manningham.
- Footpath Trading Guidelines were adopted by Council in 2013 and continue to provide opportunities for business to expand trading floor space. During 2015/16, 45 display of goods and 96 outdoor dining permits have been issued for footpath trading in Manningham.
- Take up of busking permits has been good, with 18 permits issued by the Economic Development and Tourism team for 2015/16.

6.2. Active Retail Forum

The Active Retail Forum plays an important role facilitating communication between Council and the neighbourhood activity centres and sharing of ideas and issues. The membership of the forum is open to trader representatives with specific invitations to the nine neighbourhood activity centres in Manningham, including Bulleen Plaza, Macedon Square, Templestowe Village, Warrandyte (Goldfields and Yarra Street), Devon Plaza, Jackson Court, Tunstall Square (west), Park Orchards and Donburn. Currently neither Park Orchards nor Donburn have a representative or active trader group.

Topics covered in 2015/2016 have included marketing and promotion, special rates and charges, improvements to activities centres, cleaning and maintenance and other issues raised by the trader representatives.

6.3. Trader Associations and Representatives

Council staff continue to work with trader representatives across the City. Relationships are improving with the formalized trader groups in Tunstall Square (west), Templestowe Village and Warrandyte/Goldfields, with Council staff regularly attending trader meetings.

While the Templestowe Village Traders Association Special Charge Scheme was unsuccessful in its renewal, the Scheme at Tunstall Square is still strong and the renewal for Warrandyte has commenced.

6.4. Capital Works Program

Council's ten year capital works budget includes an average of \$1.1 million per year for streetscape enhancement projects for the City's neighbourhood and local activity centres until 2022/2023.

Allocation of these funds is prioritised using the following criteria:

- Centres with a Council and community endorsed structure plan or master plan
- The age and condition of existing infrastructure and maintenance
- Centres demonstrating an active interest and involvement in centre enhancement and that have viable centre co-ordination through a trader association (including special rate/charge scheme for marketing and promotions)
- The economic viability of the centre and the benefit to be derived from Council's investment in a centre.

Between 2013/2014 and 2015/2016, Council has spent in excess of \$2.36 million in upgrading Manningham's shopping centres so that they remain relevant in an increasingly competitive environment. These include:

- Doncaster Road
- Doncaster East Village
- Jackson Court
- Lucky Corner
- Macedon Square
- Templestowe Village
- Tunstall Square
- Village on High
- Yarra Street, Warrandyte.

Council's annual budget supports the enhancement and maintenance of your shopping centre through the following commitments:

Program	Budget	2013/14 \$ '000	2014/15 \$ '000	2015/16 \$ '000	2016/17 ¹⁰ \$ '000
Combined Capital Works Budgets, Local Activity Centres and Neighbourhood Activity Centres (2013-2023)	Council's ten year capital works budget includes an average annual budget of \$1.1 million for both neighbourhood and local activity centre streetscape enhancement projects	973	912	909	1,200
Annual Maintenance	Council has an annual Asset Management System (AMS)	150	150	150	150

¹⁰ Estimate only

Program	Budget	2013/14 \$ '000	2014/15 \$ '000	2015/16 \$ '000	2016/17 ¹⁰ \$ '000
Budget	budget of \$150,000 for the maintenance of both neighbourhood and local activity centres				
Signage	Much of the remaining identification signage for shopping centre was completed in 2013/14	26	4	0 ¹¹	0 ¹²
Street Furniture	Approximately half of Council's annual budget for street furniture is dedicated to Council standard bins, seats and bike racks for both neighbourhood and local activity centres	30	30	127 ¹³	55
Streetscape Maintenance	Council allocates approximately \$300,000 each year to ongoing operational costs for streetscape maintenance, including litter and rubbish removal, street sweeping services, drainage, line marking footpath works and cleaning in our neighbourhood and local activity centres	300	300	300	300
Landscaping and Maintenance	Council allocates approximately \$60,000 to landscape maintenance, including replanting, mulching and weed spraying in neighbourhood and local activity centres.	60	60	60	60

¹¹ The entire 2015 /16 City Signage budget was used to fund high-priority signage replacement at Council facilities and in open space reserves.

¹² At this stage, all of the 2016/17 City Signage budget will be used to fund high-priority signage replacement at Council facilities and in open space reserves.

¹³ This includes external grant funds received for the re-design and fabrications of new street litter bins.

7. Part E: Integrating Economic Development

This strategic direction aims to generate enhanced liveability throughout the city by giving consideration to global, national, state and local trends that may impact on the social and physical development of the City. In addressing these broad challenges, partnerships with external industry bodies and other units within Council are imperative.

Manningham's delivery of an attractive place to invest personal and professional time is heightened by the cross pollination of Council and industry projects that focus on local and regional issues. By integrating economic development, the Strategy aims to enhance the likely potential for Manningham business and residents to benefit from regional partnerships and long term investment initiatives.

This strategic direction has three objectives:

1. Focus on regional partnerships.
2. Link the delivery of economic strategic objectives with existing Council documents.
3. Integrate sustainable and resilient city objectives locally.

Table 8 summarises the types of actions contained within Part E of the Manningham Economic Development Strategy (2011 – 2030).

Part E – Integrating Economic Development	
Actions	30
Short	3
Medium	0
Long	1
Ongoing	26

Table 9: Quick Facts - Integrating Economic Development

A total of 29 (97%) actions have been delivered or completed, with 1 (3%) abandoned (Figure 5).

Economic development continues to be a focus for the Melbourne East region, with the MoU agreement between the seven Councils and the formation of the Melbourne East Regional Economic Development Group. The recently completed *Melbourne East Regional Investment Attraction Strategy* highlights the strengths of the East including;

- Professional Sector
- Health Sector
- High Technology Manufacturing Sector
- Visitor Economy Sector
- Education Sector
- Retail Sector
- Construction Sector.

Integrating Economic Development - Actions

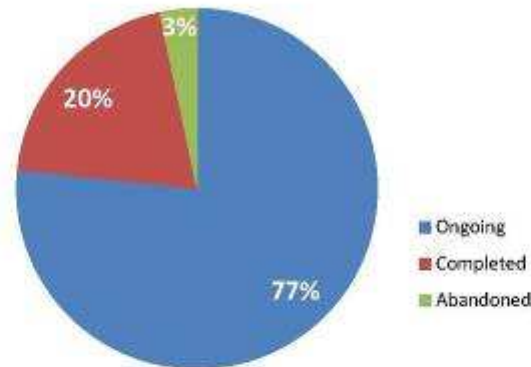


Figure 5: Percentage of Actions, Part E – Integrating Economic Development

7.1. 2015/2016 Highlights

- Established the Melbourne East Regional Economic Development Group (MEREDG), consisting of economic development managers and coordinators from all seven councils in the Melbourne East region. The group is tasked with coordinating regional economic development for the Melbourne East.
- Finalisation of *Regional Investment Attraction Strategy* for East Melbourne, including an *Investment Prospectus*.
- Delivery of a *Night Time Economy Strategy* for East Melbourne, providing insights into the impact this has on the Manningham economy.
- Commencement of the *Rural Areas Discretionary Uses Strategy*, which will identify appropriate uses (including tourism) within the *Green Wedge* and *Rural Zones* of Manningham.
- Development of staff through association with Economic Development Australia, Mainstreet Australia and others.
- Strengthened relationship with Box Hill Institute for the delivery of business mentoring program together with Banyule and Whittlesea Councils.
- Continued work with Destination Melbourne Limited and the promotion of *Discover Your Own Backyard*.
- Engagement with design students from Deakin University to provide real opportunities to gain necessary work experience.
- Continued work with the Northern Alliance for Greenhouse Action (NAGA) in business sustainability and future proofing against climate change impacts.
- Continued work with other Service Units in Council to deliver programs and initiatives that support and develop business in Manningham.
- Maintained supportive role for the further development of Doncaster Hill, including investigations for business innovation hub, advocacy for increased commercial opportunities, assisting developers and advocacy for regional support on issues such as transport and education.

7.2. Advertising and Promotion

A number of initiatives are used to promote Council's services and activities, as well as the diverse, strong and available business community in Manningham.

7.2.1. Business E-Bulletins

In 2015/2016, 21 business e-bulletins were sent out to promote events and keep businesses informed of how Council is engaging and assisting with business in the Manningham. (Refer to Table 9)

Readership varies from month to month as the database is updated based on email bounce backs, unsubscribers and general data base clean up. Readership is also affected by the day and time the e-bulletin is sent, time of year and the subject of the e-bulletin.

Topic	Sent Date	No. Sent To
Women Inspiring Business Expo and Lunch	23.06.2015	1702
Manningham Business Excellence Awards	08.07.2015	1992
Small Business Festival	21.07.2015	1894
Let the Festival Begin!!	29.07.2015	1876
Effective Marketing Strategies to Grow Your Business	05.08.2015	1860
Better Business Practices Workshop	12.08.2015	1857
Identify Saving Opportunities for Your Business	25.08.2015	1855
Nominate Your Business for an Award in Excellence	09.09.15	1847
Practical Planning for Your Business	30.09.15	1841
Basic Marketing for Your Business	13.10.15	1802
Business Networking Seminar	29.10.15	1808
Creating Better Relationships By Understanding Others	27.11.15	1808
Business is Back for 2016 – February 2016	02.02.16	1795
Retail Networking	07.03.16	1781
Getting Started with Social Media	29.03.16	1847
Social Media Series 2016	15.04.16	1855
New Look Manningham Business	16.05.16	1884
Achieving Excellence Launch	19.05.16	1878
Find local businesses in Manningham	27.05.16	1858
Tell Your Business Story	02.06.16	1853
Tax for Small Business Workshop	10.06.16	1848

Table 10: Manningham Business e-bulletins 2015/2016

7.2.2. Council Leader Weekly Advertisement

The Economic Development team engaged in regular promotion in the half page Council News advertisements in the Manningham Leader during the 2015/2016 financial year to advise the community of business training and event opportunities.

Table 11: Leader advertisements

Date	Topics
06.08.15	<ul style="list-style-type: none"> • Financial Strategy Seminar • Manningham Business Network • Women Inspiring Business Lunch • Have Your Say on Business Development • Manningham Business Directory
13th July 2015	<ul style="list-style-type: none"> • Setting Financial Strategy – Small Business Victoria • Manningham Business Excellence Awards • Women Inspiring Business Expo and Lunch
20th July 2015	<ul style="list-style-type: none"> • Have Your Say on Business Development • Manningham Business Directory • Manningham Business Excellence Awards • Starting Your Business Workshop • Women Inspiring Business Lunch
27th July 2015	<ul style="list-style-type: none"> • Starting Your Business Workshop • Free Business Advisory Service • Have Your Say on Business Development Survey • Women Inspiring Business Expo
03.08.15	<ul style="list-style-type: none"> • Small Business Festival • Amplify Your Marketing – Information Session • Women Inspiring Business Expo • Marketing for Growth Workshop
10.08.15	<ul style="list-style-type: none"> • Small Business Festival • Marketing for Growth Workshop • Better Business Practices Workshop
24.08.15	<ul style="list-style-type: none"> • Manningham Business Directory • Business Excellence Awards • Have Your Say on Business Development Survey
31.08.15	<ul style="list-style-type: none"> • Identify Savings Opportunities for Your Business • MBN
07.09.15	<ul style="list-style-type: none"> • Business Excellence Awards – Nominations Open • Business Planning Basics Seminar • Free Business Advisory Service
21.09.15	<ul style="list-style-type: none"> • Manningham Business Excellence Awards • Practical Planning for Your Business Workshop • Free Business Advice
28.09.15	<ul style="list-style-type: none"> • Manningham Business Excellence Awards • Practical Planning for Your Business • Free Business Advice • Inclusion@Work Business Breakfast

Date	Topics
05.10.15	<ul style="list-style-type: none"> • MBN
12.10.15	<ul style="list-style-type: none"> • Marketing Basics Seminar
19.10.15	<ul style="list-style-type: none"> • Basic Marketing for Your Business
26.10.15	<ul style="list-style-type: none"> • Networking is vital for your business seminar • Awards Dinner • Tourism and Visitor Economy Forum
02.11.15	<ul style="list-style-type: none"> • Awards Dinner • Networking is vital for your business seminar • Tourism and Visitor Economy Forum • Essentials for Your Online Business
09.11.15	<ul style="list-style-type: none"> • Go Online: A Start Up Guide for Business Seminar
23.11.15	<ul style="list-style-type: none"> • Creating Better Relationships in Your Business
18.01.16	<ul style="list-style-type: none"> • Free Business Advisory Service • Manningham Business Network
25.01.16	<ul style="list-style-type: none"> • Manningham Business Network – Are you pricing like Denis Denuto? • Tourism Networking Event
03.02.16	<ul style="list-style-type: none"> • Manningham Business Network – Are you pricing like Denis Denuto? • Tourism Networking Event
08.02.16	<ul style="list-style-type: none"> • Tourism Networking Event
22.02.16	<ul style="list-style-type: none"> • Free Business Advisory Service
29.02.16	<ul style="list-style-type: none"> • Potential road closure Tunstall Square • MBN • Retail Networking
07.03.16	<ul style="list-style-type: none"> • Retail Networking
28.03.16	<ul style="list-style-type: none"> • Free Business Advisory Service • Getting Started with Social Media
04.04.16	<ul style="list-style-type: none"> • Manningham Business Network Meeting • Getting Started with Social Media
11.04.16	<ul style="list-style-type: none"> • Boosting Your Facebook Presence
25.04.16	<ul style="list-style-type: none"> • Free Business Advisory Service • Building Relationships with LinkedIn and Twitter • Manningham Business Network Meeting
02.05.16	<ul style="list-style-type: none"> • Implement Visual Marketing with Instagram and Pinterest • MBN – how to avoid conflict in the workplace
23.05.16	<ul style="list-style-type: none"> • SEO for Small Business
30.05.16	<ul style="list-style-type: none"> • Free Business Advisory Service • SEO for Small Business • MBN Meeting

Date	Topics
06.06.16	<ul style="list-style-type: none"> Manningham Business Network Meeting

7.2.3. Manningham Matters

Business training and events, tourism projects, website information/resources and all other projects are also promoted via a regular full page in Council's bi-monthly publication, *Manningham Matters*.

Table 12: Manningham Matters articles

Edition	Topics
July 2015 Edition	<ul style="list-style-type: none"> Setting Financial Strategy Business Excellence Awards Launch Small Business Festival Reduce Your Utility Costs Manningham Business Network Small Business Festival Page including Women Inspiring Business Business Development Survey
September 2015 Edition	<ul style="list-style-type: none"> Manningham Business Network Business Excellence Awards Entry Form Workshop Business Planning Basics Seminar Free Business Advisory Service Manningham Business Network Marketing Basics Seminar
October 2015	<ul style="list-style-type: none"> Have Your Say – Draft Tunstall Square Streetscape Masterplan Inclusion@Work Business Breakfast and Expo Marketing Basics Seminar Business Networking Seminar Free Business Advisory Service Manningham BEA Manningham Tourism Forum Go Online Creating Better Relationships by Understanding Others
December 2015	<ul style="list-style-type: none"> Creating Better Relationships in Your Business Free Business Advice MBN Shop local this Christmas
February 2016	<ul style="list-style-type: none"> Home Based Business Networking Event Free Business Advisory MBN Retail Networking Event
April 2016	<ul style="list-style-type: none"> Introduction to Facebook for Business Boosting Your Facebook Presence Building Relationships using LinkedIn and Twitter Manningham Business Network Meeting

Edition	Topics
	<ul style="list-style-type: none"> • Implement Visual Marketing with Instagram and Pinterest • Simple Steps to Build a Website • SEO for Small Business • Manningham Business Network Meeting

Business Networking Events
 Manningham Business is running a series of networking events for local business people in 2016, to provide opportunities for our local business community to connect and network.

The first event in the series will be held on Wednesday 17 February and will provide an opportunity for business people that service the tourism industry to network.

Business networking can be a more cost effective way of generating new business than advertising or marketing efforts. Business networking is a low cost activity that involves a more personal commitment and connection.

The networking event series is an initiative of Council's Economic Development and Tourism Team and has been introduced following feedback received about networking opportunities in the Business Development Survey 2015.

Stay tuned to see the range of networking events planned for 2016 and come along to meet other like minded businesses. For more information, visit www.manninghambusiness.com.au

Manningham Business
 Manningham Council's Economic Development and Tourism
 Main role: help to support local businesses, attract new business and investment to Manningham and help develop leading local businesses.
 For more information, visit www.manninghambusiness.com.au

ManninghamBusiness
www.manninghambusiness.com.au

ManninghamBusiness
www.manninghambusiness.com.au

Image 8: Example of the Business Development Program

8. Overview of the Outcomes

The *Manningham Economic Development Strategy (2011-2030)* includes 168 actions across the five strategic directions. The actions form the basis for all work for the Economic Development and Tourism team and also across several Council service units, instilling economic development into many of Council’s activities.

The majority of the actions in the *Manningham Economic Development Strategy* are ongoing or continuous practices designed to help sustain and grow the economy of Manningham. The actions generally apply to all business operations in Manningham; although there is a focus on home-based, small to medium enterprises (SMEs) and tourism.

The results for 2015/16 highlight the ground work achieved in the first three and a half years of implementation of the *Manningham Economic Development Strategy*. Figure 6 details the achievements to date and shows that 136 (78%) actions have been delivered and a further 28 (16%) have been completed. A total of seven (4%) have been abandoned, leaving only three (2%) actions that are yet to commence. It should be noted that the Strategy has been designed to deliver these actions over a range of time frames (short, medium, long and ongoing).

The Strategy anticipated the following time frames for the delivery of the actions as follows:

- Short term 2011-2015
- Medium term 2015-2020
- Long term 2020-2030
- Ongoing delivered as part of work plan

Economic Development Strategy 2011 - 2030

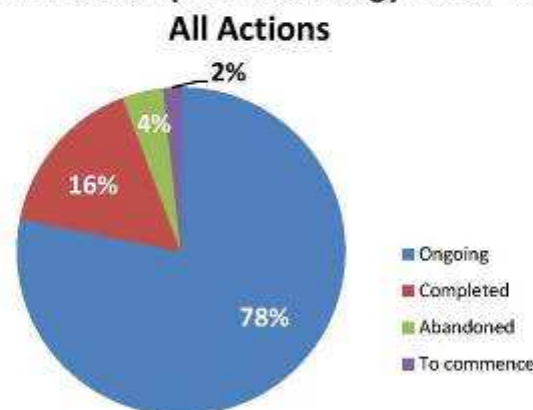


Figure 6: Percentage of All Actions 2015/16

8.1. Short Term Actions

Short Term Actions have been achieved with a high degree of success, as shown in Figure 7. Of the 46 short term actions, 21 (46%) are being delivered on an ongoing basis and a further 19 (41%) have been completed, with five (11%) abandoned and one (2%) is yet to commence.

Nominally the timeline for the completion of the Strategy’s short term actions has been noted as 2015, although many of the short term actions will transition to "ongoing" as they will continue to be delivered into the future.

Although one action has not yet been commenced this are very specific and will require further work to determine it full relevance.

Action	Description
C10	Identify Council's role in facilitating and regulating private activities on public land.

Economic Development Strategy 2011 - 2030 Short Term Actions

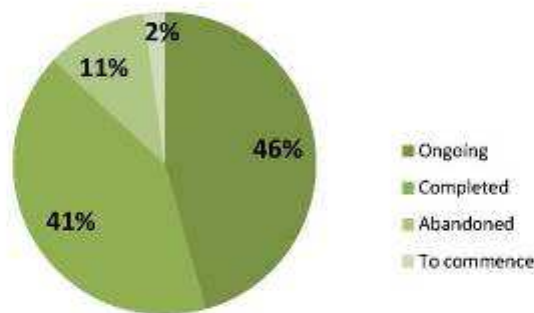


Figure 7: Percentage of Short Term Actions 2015/2016

8.2. Medium Term Actions

Results in relation to Medium Term Actions have seen excellent results as outlined in Figure 8. Of the 24 actions, 19 (79%) are being delivered on an ongoing basis, with four (17%) completed and one (4%) still to commence.

In relation to the action not yet commenced, investigations are still underway on developing a partnership with Parks Victoria and Sustainability Victoria for ecotourism. Continued work with Destination Melbourne and the creation of a Destination Management Plan for Greater Melbourne might provide a solution on working with Parks Victoria in relation to this action.

Action	Description
C32	Develop ecotourism in association with Parks Victoria and Sustainability Victoria.

Economic Development Strategy 2011 - 2030 Medium Term Actions

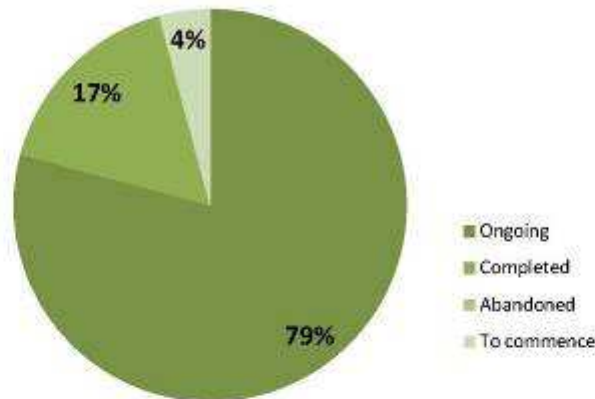


Figure 8: Percentage of all Medium Term Actions 2015/2016

8.3. Long Term Actions

Out of the eight Long Term Actions, six (75%) have commenced, with one (13%) being completed. Of the remaining action there are no current plans to commence work on carbon profiling.

Action	Description
C19	Investigate carbon profiling in Manningham.

Economic Development Strategy 2011 - 2030 Long Term Actions

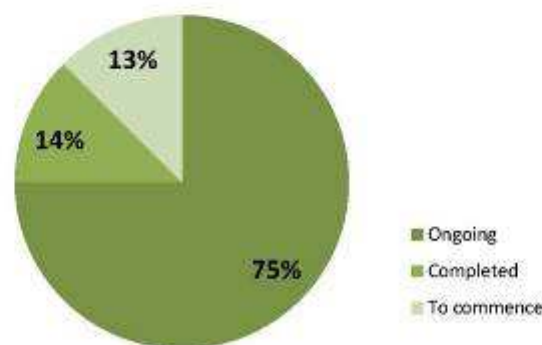


Figure 9: Percentage of all Long Term Actions 2015/2016

8.4. Ongoing Actions

Actions nominated as Ongoing in the *Manningham Economic Development Strategy (2011-2030)* are those which form part of the normal work practices. While not all the actions form part of the current Annual Work Plans they have formed part of previous work plans or will form part of future work plans.

Implementation of nominated Ongoing Actions has been excellent as outlined in Figure 10. Of the 96 actions 90 (94%) have been delivered with four (4%) completed and two (2%) abandoned.

**Economic Development Strategy 2011 - 2030
Ongoing Actions**

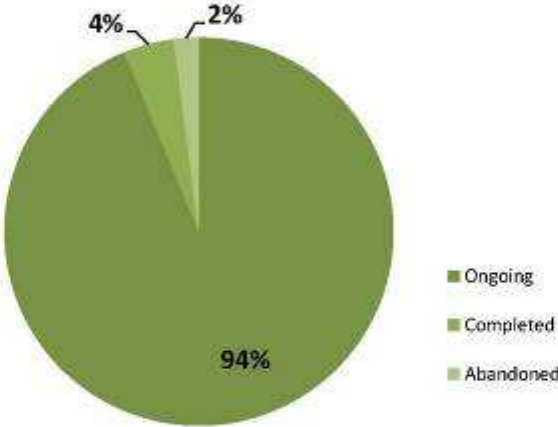


Figure 10: Percentage of all Ongoing Actions 2015/2016

9. Looking Forward

During 2016/2017 the *Manningham Economic Development Strategy 2011 – 2030* will continue to be implemented. Following is a list of highlighted initiatives that will be delivered in the coming year:

1. Continue to deliver the actions identified in the *Manningham Visitor and Tourism Marketing Implementation Plan* with a view to extending and enhancing Manningham's tourism sector.
2. Continue to work with MEREDG and deliver regional economic development project that assist the workforce and economy of Manningham, including a regional investment map and business development calendar.
3. Increase the subscriber base of the *e-news* database by 10% in 2016/2017 (currently 1,848).
4. Increase the business listings on Manningham Business website's *Local Directory* by 10% in 2016/2017 (currently 1,844).
5. Develop and implement an ongoing business confidence and needs survey for the business development program.
6. Continue to facilitate the delivery of the improvements in Activity Centres, including the public space in the Tunstall Square activity centre.
7. Develop and implement a *Buy Local* campaign.
8. Prepare a Discussion Paper on Co-working in Manningham with particular consideration of the needs in the Doncaster Hill precinct.
9. Continued support of community driven economic development initiatives such as Manningham Business Network and Manningham Business Excellence Awards.
10. Align the *Manningham Economic Development Strategy* in line with the new Council Plan and provide opportunity to incorporate data with the release of the 2016 Census, in 2017/2018.
11. Work with the Doncaster Hill Place Manager to investigate investment attraction/job creation opportunities for Doncaster Hill.

ManninghamBusiness


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ACTIVE FOR LIFE RECREATION STRATEGY 2010-2025

Annual Review 2015/16

ATTACHMENT 5

VISION

A healthier, more active community that participates in a diverse range of recreational pursuits regardless of age, gender, ability and cultural background. Infrastructure, facilities, parks and programs will be inviting and accessible to the whole community who will enjoy improved health and wellbeing as a result.

Purpose
To review the implementation of actions for the 'Active for Life' Recreation Strategy¹ for 2015/16.

There has been a focus this year on increasing participation in recreation, active travel and encouraging residents to be active in our parks and natural spaces. Significant investment has been made in highball, Aquarena Aquatic and Leisure Centre and sports such as football, cricket, tennis, baseball and bowls infrastructure.

The following attachments give a snapshot of achievements:

- Exciting new playspaces
- Planning for our community
- Showcasing our bushland reserves – Nature Play
- Investing in our active community
- Inspiring the community to get active outdoors
- Getting around on our trails and walking circuits
- Partnering with our community – Active Travel – kids on the move

FOUR OBJECTIVES

One: To increase participation in recreation in Manningham.

Two: To ensure the community has diverse recreational choices in Manningham.

Three: To provide great places for people to recreate in Manningham.

Four: To inspire people to participate in recreation in Manningham.

Measuring Success

- The *Active for Life Recreation Strategy 2010-2025 Action Plan* is nearly complete. 80% of the project specific actions have been completed, with the final 20% to be completed over the next few years.
- 40% of all the listed actions are ongoing and not project specific. These actions are addressed regularly and ongoing into the future.
- This strategy has not only strategically planned for numerous facility upgrades/developments, but has inspired many members of the community to try new forms of exercise, walk instead of drive, and spend more time in our parks.

Looking Forward

- The Strategy will be reviewed in 2016/17 with a new implementation plan being developed - 'Active for Life Recreation Strategy Implementation Plan 2017-2025'
- New focus areas include:
 - Limited financial resources
 - Increasing demand for soccer facilities
 - Increasing density in Doncaster Hill and adjacent (Tullamore housing development)
 - Modified and flexible recreation opportunities
 - Women in sport (State Inquiry)
 - Supporting less recognised recreation groups / clubs





ACTIVE FOR LIFE RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

✓ Ticking the Actions

Action 4.3.42
Continue to develop and maintain local, district and regional play spaces with a variety of play opportunities for all ages and abilities, ranging from natural play elements to challenging equipment, in line with the *Open Space Strategy and Urban and Park Design Guideline*.

Action 4.3.43
Investigate the installation of a range of informal recreation equipment, such as basketball courts, soccer nets, rebound wall in two sites, as appropriate for informal community use.

✓ Ticking Priorities

- Increase the levels of recreation participation for children to assist in healthy development and physical and mental wellbeing
- Increase the proportion of people achieving the national physical activity guidelines.
- Improve communication with the community and increase exposure to recreation opportunities and benefits.

Exciting new playspaces

Reserve	Reserve upgrades include new signage, bollards, additional seating and planting. This year there was an emphasis on innovative landscaping as an integral part of the play component.
Currawong Bush Park	Sculpture trail including life size wooden animal sculptures, woven willow cubby house, giant nest and a stepping stone trail.
Sharon	New play equipment suitable for a range of ages, landscaped stepping stone trail through the garden beds and a circuit path serving adjacent retirement village.
Spring Valley	New play equipment suitable for a range of ages, enlarged basketball pad, new netball/basketball tower, full length cricket pitch and an improved path network.
Westwood	New playspace (including landscaping and equipment) suitable for young children.
Sandra and Stanley	New paths and landscaping at park entrances and along street frontage.
Tullamore	Work in partnership with Mirvac (property developer) on detailed design of three playgrounds planned within the development.
Playground Inspections	Keeping our playgrounds safe with regular inspections and audit works.

Measuring Success

- 6 parks upgraded with **\$370,000**
- 1600 families consulted about park upgrades (3 playgrounds)
- 102 families provided feedback about their local park (3 playgrounds)

Looking Forward

- Promote our wonderful new outdoor spaces
- Maintain playground safety through ongoing audit works
- Upgrade our parks to cater for the needs of both children and adults



Concept design - Sharon Reserve



Currawong Bush Park



Spring Valley Reserve



ACTIVE FOR LIFE RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

✓ Ticking the Actions

Action 4.6.36
Undertake the development and implementation of Management Plans including Rieschiecks Reserve

✓ Ticking Priorities

- Support and encourage community recreation and sporting groups to reach their potential.
- Improve communication with the community and increase exposure to recreation opportunities.
- Ensure future facility development provides for a diverse range of recreation pursuits and flexibility of use into the future.
- Maximising use of existing facilities.

Measuring Success

- **3,341 households** were consulted about management plans.
- **367 submissions** were made through consultation with the community.

Planning for our community

This year saw a range of planning projects including a successful regional funding application, and preparation and consultation for a number of community recreation reserves.

Domenev Reserve	Project planning, background studies and initial community consultation has been completed.
Harold Link upgrade	Development plan endorsed to improve this Council owned reserve, with a shared access to be constructed.
Koonung Park	The draft plan based on 2015 consultation went out for public exhibition and is awaiting Council approval.
Lawford Reserve	The draft plan based on 2015 consultation went out for public exhibition and is awaiting Council approval.
Melbourne East Regional Sport and Recreation Strategy	In partnership with other eastern region Councils, this Council endorsed strategy provides a snapshot of the current provision of regional facilities, identifies future priorities and sets up a collaborative regional planning process.
Rieschiecks Reserve	Working with Kevin Heinze GROW to create a landscaped garden for the community when they relocate to Rieschiecks Reserve in 2020.

Looking Forward

- In partnership with the Eastern Councils, apply for funding for a regional trails network.
- Recreation Strategy review will update priority areas and develop new actions for a healthier and more active community.
- The completion of Domenev Reserve Management Plan will be a guide for the future development and management of the Reserve.
- The finalized Masterplan will transform Lawford Reserve when it is implemented in 2017/18.
- Work with Canoeing Victoria planning a regional paddle sports centre at their state headquarters in Westerfold Park (State government funding).





ACTIVE FOR LIFE

RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

✓ Ticking the Actions

Action 4.6.1

Encourage residents and particularly children to explore the natural environment through interpretative signage, community art and active programming.

Action 4.6.19

Promote to residents and community groups state-wide events such as the Premier's Active Challenge, Ride To Work Day and other relevant events.

✓ Ticking Priorities

- Increase the levels of recreation participation for children to assist in healthy development and physical and mental wellbeing.
- Increase the proportion of people achieving the national physical activity guidelines.
- Maximise use of existing facilities.
- Demonstrate leadership in relation to climate change to reduce operational and participant greenhouse gas emissions and adapting programs in response to our changing climate.

Showcasing our bushland reserves Nature Play

Council's Nature Play programs continue to increase in popularity with full programs of both, new and returning (repeat) families. The programs continue to introduce families to unstructured outdoor play with the aim of such play becoming a regular part of every child's life. In addition, the introduction of Manningham Nature Play Network trains early years and primary school educators to encourage and promote time in nature as part of the curriculum.

Nature play activities this year included:

- simple nature craft
- cubby building
- nature walks led by the nature detectives
- Currawong 'earth walk' as part of Junior Ranger Program

In 2016 designated nature play areas at Finns Reserve and Zerbes Reserve were introduced to encourage children to do their own cubby building with bush materials sourced by Parks and Recreation staff. Located next to playgrounds, these areas are proving popular with positive community feedback. Council encourages the community to create their own cubby building areas and cubby houses have been found on the Mullum Mullum Trail, Ruffey Lake Park and Morris Williams Reserve.

The challenge for the forthcoming year is twofold:

- To promote and successfully encourage Manningham families who are yet to experience our nature play programs to participate
- To instil in those who have already participated in our programs the ease and simplicity for families to incorporate unstructured nature play activities into free time and school holidays themselves

Measuring Success

- Over 200 children participated in nature play activities this year.
- All programs were booked to capacity.

Looking Forward

- Continue using Manningham Active Kids as a tool to get kids outside and in our parks.
- Encourage Council outdoor staff to retain informal cubbies made by local kids in our parks.



Bird watching at Currawong Bush Park



Nature Play at Finns Reserve



'Save the Frogs Day' at Currawong Bush Park



ACTIVE FOR LIFE

RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

✓ Ticking the Actions

Action 4.5.23

Implement the Aquarena Masterplan to better facilitate aquatics in Manningham, with the inclusion of the carpark expansion.

Action 4.5.31

Identify three appropriate sites within open space to install stretching and fitness equipment for general community use including older adults, and facilitate an 'activation program' for the general community.

Action 4.4.12

Support local sport and recreation groups to apply for funding through Manningham's Community Facilities Capital Works program to address high priority areas as identified in this strategy.

✓ Ticking Priorities

- Close the gap in participation levels that currently exist between males and females.
- Provide attractive recreation options for young people aged 12 – 25 years and reduce the participation drop off rate.
- Increase the proportion of people achieving the national physical activity guidelines.

Investing in our active community

Council has invested in excess of \$14,097,588 in projects that include facility upgrades for sport and recreation clubs and Manningham community. Upgrades to our reserves include:

Aquarena Aquatic and Leisure Centre

- Completing the Aquarena Masterplan. 2015/16 works include the pedestrian sky bridge from the carpark, new warm water indoor pool and outdoor water splash play area, new wellness centre and a larger health club.

Doncaster Reserve

- Sportsground floodlighting to improve training opportunities for the three football and cricket clubs.

Deep Creek Reserve

- Upgrade to baseball field to improve playing conditions for the Doncaster Baseball Club.

Donvale Reserve

- Upgrade of all practice wickets to improve the training opportunities for the cricket club.
- Resurfacing and improved irrigation for the male, female junior and senior members of Donvale Tennis Club.

Koonung Park

- In partnership with the State Government, exercise equipment for the community (also at Jenkins Park).
- Sportsground floodlighting upgrade for Manningham Coorss Football Club.

Mullum Mullum Reserve

- Planning approval to build five new indoor sports courts. Preliminary works, including pedestrian and cycling paths, carparking and landscaping are currently underway.
- Replacement of synthetic green at Donvale Bowls Club.

Stintons Reserve

- Sportsground refurbishment with improved drainage and a new irrigation system to benefit the three football and cricket clubs.

Ted Ajani Reserve

- Exercise equipment for the community (State Government partnership) with a focus on older adults. Followed up with launch and activation program.
- Protective netting behind the goals to benefit the three football and cricket clubs and protect surrounding properties from damage.
- Extensive tree planting throughout the reserve to improve the amenity.

Templestowe Reserve

- Refurbishment of scout hall for the 1st Templestowe Scout group.
- Improvements to the Flat Track facility (remote control car racing).

Wonga Park Reserve

- Refurbishment of tennis club pavilion including outdoor social area and new kitchen.

Measuring Success

- 2015/16 works have benefited in excess of 2,000 sports club members.
- \$897,206 external funding has assisted with infrastructure.

Looking Forward

- Increase female membership rate by 7% in sport clubs through improved infrastructure.
- Fulfill grant obligations of \$750,000 on sports infrastructure at Mullum Mullum stadium and Donvale Reserve sports pavilion.
- Planning for sports infrastructure at 7 reserves has commenced for 2016/17.



Scout hall



Exercise equipment



ACTIVE FOR LIFE RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

Inspiring the community to get active outdoors

✓ Ticking the Actions

Action 4.6.14

Develop a series of six activities to promote our local parks and reserves and play opportunities, including children's play activities with a play facilitator, adventure/nature walk, know your park, informal games, and Council Ward meetings in the park.

Action 4.6.1

To promote recreation and sporting opportunities via a diverse range of communication mediums to capture the attention of the specific population segments.

✓ Ticking Priorities

- Increase the participation levels of key target groups in the community including ageing, people with a disability and people from CALD backgrounds.
- Increase participation for people of all ages to achieve the National Physical Activity Guidelines.
- Maximise use of existing facilities.

The following programs and events were provided free to the community to encourage activity and exercise in our parks and open spaces.

Exercise in the Park	As part of the activation program to create awareness of three new exercise equipment projects (State-Government partnership), a personal trainer introduced local residents at Jenkins Park, Koonung Park and Ted Aaral Reserve over two programs: November/December 2015 and March/April 2016.
Walk It Up	The inaugural event was held at Ruffey Lake Park in October 2015 to celebrate walking with the community and walking groups. With a large turnout, the community requested a second Walk It Up during milder weather which occurred in April 2016.
Promoting Exercise and Events	Manningham Active Kids Facebook page; Invigorate (rebranded Rec Wrap) – quarterly health and recreation magazine, Council webpage and Manningham Matters.
Plaza Park, MC Civic Square.	Programs for everyone included; Tai Chi Fridays, Move More Sit Less, School holiday fun, Social Circuit and Social Spin at Plaza Park. Tai Chi was popular so additional sessions were programmed.
Nature Play	Nature Play at Finns Reserve, Save the Frogs Day, Night Bush Walks and Bird Watching at Currawong Bush Park.
National Tree Day	102 people were involved in planting trees together in Ruffey Lake Park, improving Manningham's natural environment and public open space. A great outcome in the middle of winter!

Measuring Success

- 187 members on Manningham Active Kids.
- The first edition of Invigorate (quarterly) was published December 2015 with 155 subscriptions and a wide distribution to libraries, clubs and community organisations.
- 434 participants registered to attend at least one of the classes on offer.
- 62% increase in participation for the second Walk It Up event: 40 in 2015, 84 in 2016.

Looking Forward

- Continue activating the exercise equipment in our parks with a focus on Koonung Park in 2017.
- Continue increasing subscription numbers for Manningham Active Kids and Invigorate.
- More involvement from the community to plan events such as junior nature club at Currawong and Walk It Up at Ruffey.



Bird watching at Currawong Bush Park



Exercise in the Park at Jenkins Park



Social Spin at Plaza Park



ACTIVE FOR LIFE

RECREATION STRATEGY 2010-2025

Projects in focus 2015/16

✓ Ticking the Actions

Action 4.3.22

- Continue to support linear trail developments as identified through existing and proposed reserve management plans:

✓ Ticking Priorities

- Increase participation for people of all ages to achieve the National Physical Activity Guidelines.
- Increase the levels of recreation participation for children to assist in healthy development and physical and mental wellbeing.
- Maximizing use of existing facilities.

Measuring Success

Principal Pedestrian Network

- 6 projects completed
- 1.8km of pedestrian path constructed
- \$1 million spent

Bicycle Strategy

- 4 projects completed
- 520m of shared path constructed
- \$0.6 million spent

Getting around on our trails and walking circuits

Manningham has shared paths and many walking trails throughout our parks. A snapshot follows of the many works which have been achieved this year as a result of their relevant management plans:

Mullum Mullum Creek Linear Park: With the completion of the Belbird steps into Currawong Bush Park, a 4.5 kilometre circuit on both sides of the creek was achieved. Construction commenced of the final one kilometre missing section of the Mullum Mullum Trail, due for completion in March 2017.

Green Gully Linear Park: New steps at Roscoe Drive, retrieving public open space with a new connection at Dickens Close and three stations of exercise equipment at Jenkins Park are the first improvements actioned from the 2014 Management Plan.

Koonung Creek Linear Park: Actions implemented from the 2011 Management Plan this year include upgraded connections in Doncaster and Donvale.

100 Acres Reserve: Interpretive and way finding signage throughout the path network have been installed to enhance the visitor experience and make dog and horse regulations in the park clear for local residents.

Zerbes Reserve: A new walking circuit around sportsground and upgraded path network in the Taurton Street vicinity.

Ruffey Trail: As part of the review of the Ruffey Creek Linear Park Management Plan, project planning, background studies and initial community consultation has been completed.

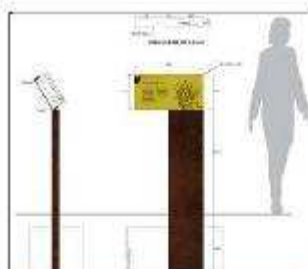
Finns Reserve: Footbridge to complete the loop walking circuit within the Reserve.

Doncaster Hill: New link between Doncaster Primary School and Hummel Way to improve pedestrian safety in the Civic Precinct.

Sharon Reserve and Spring Valley Reserve: New paths creating better links through our neighbourhood parks to bus stops and the street network.

Looking Forward

- More paths to be built at Zerbes Reserve in 2016 will complete the path network at this Reserve.
- Review of the Ruffey Creek Linear Park Management Plan will ensure further improvements are endorsed.
- Promote the 42 kilometre continuous circuit around Manningham created by the completion of the Mullum-Mullum Trail.



Interpretive signage



Belbird steps



Koonung Creek Linear Park



ACTIVE FOR LIFE RECREATION STRATEGY 2010-2025

Projects in focus 2016/17

Partnering with our Community Active Travel – kids on the move

✓ Ticking the Actions

Action 4.3.35

Assess the VicHealth Walking School Bus Program and the outcomes of the Doncaster PS pilot project to establish active school travel programs.

Action 4.3.36

Monitor the success of the VicHealth Streets Ahead program and implement their findings to increase active travel.

Action 3.2.2

(Walk Manningham Plan). Encourage and support the development and implementation of Active School Travel Plans.

Planning, Promotion, Programming

Provided support to 5 primary schools who are actively implementing their active travel plan to their school community (exposure to 2800 students).

Facilitated the process for two primary schools to develop an active travel plan (exposure to 813 students).

Promoted national days, such as Ride to School Day and Walk Safely to School Day to 22 primary schools.

Facilitated an Active Travel Plan program evaluation with Serpell, Milgate and Park Orchards Primary Schools, including the development of new priority areas and action plan.

Supported the Doncaster Hill Mode Shift project.

Facilitated two active travel school forums with the aim to encourage more schools to promote active travel and to create a supportive local active travel schools network.

Supported the coordination of a regional planning and networking forum.

✓ Ticking the Priorities

- Increase recreation among children.
- Increase the proportion of people achieving the national physical activity guidelines.
- Increase recreation for young people 12-25 years old
- Improve communication and promotion.

Measuring Success

- 4,600 students exposed to active travel (behavior change) program.
- 54% local primary schools engaged in Council led active travel initiatives.
- Over 50 school activities were held to promote active travel during Walk to School Month.
- 12 schools participated in VicHealth Walk to School Month.
- 2 active travel forums held.

Looking Forward

- Active travel program evaluation.
- Developing a partnership with Deakin University.
- Inaugural Bike It Event – Eastern Inter-school Bicycle Skills Competition.
- Regional planning and networking meeting.
- Doncaster Hill Mode Shift project.



11. ASSETS & ENGINEERING

11.1 Jumping Creek Road Upgrade - Endorsement of the Development Framework

Responsible Director: Director Assets and Engineering

File No. T16/155

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible director, manager nor the officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to seek Council endorsement of the updated Jumping Creek Road Development Framework.

Throughout May and June 2016, consultation was undertaken with the community to ascertain the level of support for the proposal, seek contribution to the concept, and to identify matters of key community concern and interest to inform the design and planning of the road upgrade. In all, a total of 61 separate submissions were provided by the community, which have been considered and assessed in detail, to inform the updates to the proposed Framework (the strategic document).

With financial resourcing of \$17.905 million identified in Council's indicative 10 Year Capital Works Program (2017/18 to 2022/23) for the Jumping Creek Road works, there is a need to finalise the strategic document, in order to guide the planning, design and construction for the upgrade of this very important infrastructure project, and concurrently assist Council to progress partial land acquisition affecting a total of 19 properties along the corridor.

Therefore, it is recommended that Council:

- Note the issues and comments raised by the community, along with the officer responses;*
- Endorse the updated 'Jumping Creek Road Development Framework';*
- Adopt the Engagement and Communications Strategy, and support the establishment of a 'community reference group', to work with Council officers during the project development;*
- Support the commencement and delivery of Stages 1 and 2 of the road upgrade (from Ringwood-Warrantyte Road to 176 Jumping Creek Road);*
- Support expediting the road upgrade through the Wonga Park township (to form as stage 3 of the project); and*
- Endorse officers developing a draft policy to guide future land acquisition and compensation, for future Council consideration.*

1 BACKGROUND

- 1.1 The upgrade of Jumping Creek Road is considered necessary to improve safety along the corridor, better facilitate sustainable transport modes, and ensure the facility is designed and constructed to meet future demands, including the accommodation of growing traffic demand.
- 1.2 Key considerations for the road development include the environmental sensitivity of the area, the diverse requirements of stakeholders and the need for minor land acquisition to facilitate the road development. Given the scope and complexity of this project, a strategic document (the Jumping Creek Road Development Framework) is considered necessary to guide the investigation and planning for the future upgrade of the road, and to balance competing priorities.
- 1.3 This report incorporates the following information:
 - a) A summary of the key issues/aspects raised by the community during the public exhibition of the Framework, along with officer responses.
 - b) An outline of how these matters have been addressed in the updated Framework.
 - c) An outline of the proposed community consultation approach.
- 1.4 A copy of the updated Jumping Creek Road Development Framework (and associated appendices) is provided as Attachment 1.

2 PROPOSAL/ISSUE

- 2.1 Prior to proceeding with the upgrade of Jumping Creek Road, it is considered necessary to finalise (endorse) the 'Jumping Creek Road Development Framework'.
- 2.2 Stage one works for Jumping Creek Road are proposed to commence in 2017/18, and will focus on the corridor through Warrandyte, located between Ringwood-Warrandyte Road and the western approach to Jumping Creek. Stage two works will proceed from east of Jumping Creek through to the vicinity of numbers 175/176 Jumping Creek Road, with works expected to commence in 2018/19. Works to stages one and two will only proceed upon receipt of all necessary planning and environmental approvals, and following all necessary partial land acquisition.
- 2.3 Due to the higher reported casualty crash history, current deficiencies in the road environment (roadside hazards, sharp bends, steep dips and crests and poor sightlines) and the deteriorating state of the road along the western section of Jumping Creek Road, it is considered important that the road upgrade commence at the western end of the road.
- 2.4 Further, it is noted that the density of development is higher to the east of Yarra Road and that the Wonga Park Primary School is located on Dudley Road. Dudley Road is one of the more significant local roads intersecting with Jumping Creek Road, and Yarra Road functions as a Council Link Road. These factors, in tandem with concerns raised during the community consultation process, support prioritisation of the road upgrade through the Wonga Park township as the third stage of the upgrade.
- 2.5 Ongoing upgrades along the remainder of the corridor can occur in subsequent stages, over a number of years, as there is a need to stage the

- works in order to avoid disruption and maintain access during the bushfire danger period each year.
- 2.6 It is also proposed to establish a 'Community Reference Group', to provide a suitable communication avenue between Council and the wider community.
- 2.7 Prior to the commencement of any physical construction / roadworks, a number of preliminary tasks are required to be undertaken (on a stage-by-stage basis) to enable these works to proceed. These include:
- 2.7.1 Liaising with relevant stakeholders, residents and the proposed Community Reference Group;
 - 2.7.2 Undertaking detailed design, planning and further environmental / ecological assessments of the works area;
 - 2.7.3 Securing necessary planning and environmental approvals (i.e. for vegetation removal) and satisfying any vegetation offset requirements;
 - 2.7.4 Acquiring any necessary land from private property owners; and
 - 2.7.5 Completing preliminary works to alter utility services (i.e. relocate power poles, provide underground electricity supply, etc).

PROPOSED LAND ACQUISITION

- 2.8 Based on the current concept design, land will need to be partially acquired from 19 private properties (in total, equating to approximately 4,835 square metres (1.2 acres or 0.48 hectares) of private land). This is required to accommodate areas where the road reservation will need to be widened, to accommodate, in some locations, a realignment of the road or to allow for the new shared path. In most cases, less than one per cent of the total private allotments will need to be acquired, with the maximum proportion being 4.8 per cent of a property.
- 2.9 Given the six year duration of the construction works, the introduction of a Public Acquisition Overlay (PAO) would effectively reserve and limit development within the affected areas until the land can be acquired. However, the process to establish a PAO requires a period of two years to complete and implement, and, in order to meet the project budgetary and program constraints, it will be necessary to undertake the land acquisition in respect of Stages 1 and 2 in advance of this process.
- 2.10 It is likely that 92% of all of the land area to be acquired (from 14 of the 19 properties) would occur prior to the application of a PAO, especially if the adoption of the PAO is not achieved within 24 months. It then follows that the benefits of initiating a PAO are outweighed by the associated costs and timeframes, and, therefore, this approach is not recommended.
- 2.11 It is crucial that occupation of the land to be acquired be achieved in a timely manner, in order to avoid delays to project delivery. It is proposed that officers develop a policy for Council consideration, to resolve on the most appropriate approach for future land acquisition. This action will be the subject of a separate report.

3 PRIORITY/TIMING

- 3.1 Considering that Capital Works funding is identified to deliver the Jumping Creek Road project commencing from 2017/18, the Development Framework should be finalised by mid 2016, in order to provide strategic justification for the project, and to support the necessary land acquisitions from all 19 private properties.

4 FINANCIAL RESOURCE IMPLICATIONS

- 4.1 The current estimated project budget for the reconstruction of Jumping Creek Road is \$17.905 million (excluding necessary land acquisition and vegetation offsets), to be delivered over six (6) financial years between 2017/18 and 2022/23, as identified in Council's indicative 10 Year Capital Works Program.
- 4.2 If a sealed shared path is constructed, at the intersections with unsealed (crushed rock) vehicle crossings, the shared path will be widened at the crushed rock vehicle crossing to ensure that the shared path edges are not damaged as a result of vehicle traffic crossing the path. These works will be undertaken at Council cost.
- 4.3 Accordingly, there will be no requirement to initiate a special charge scheme to facilitate the proposed Jumping Creek Road works.
- 4.4 Consideration has been given to the location of Jumping Creek Road within a rural environment, when considering options for modifications to existing vehicle crossings. Where a vehicle crossing has already been constructed and sealed, should the crossover require adjustment to suit the proposed works, these works will be undertaken at Council cost. Where crossovers are not currently sealed (i.e. gravel) and require adjustment to match finished surface levels, they will be regraded with crushed rock to suit the proposed levels at Council cost. Property owners will also be given the option of having their vehicle crossings constructed by the contractor while on site, at property owner cost.

5 CONSULTATION**INITIAL CONSULTATION – 2011**

- 5.1 As part of the preparation of the initial draft Framework in 2011, a comprehensive community-wide communication and consultation process was undertaken, including a six week public exhibition process. This was facilitated through a number of community workshops, media releases to the local press, meetings with residents, stakeholders and relevant community groups. Finalisation of the Framework was delayed owing to proposed changes to relevant Council strategies, which inform the Framework and the timing of proposed capital funding.

SUBSEQUENT CONSULTATION – 2016

- 5.2 Given that five (5) years have passed since the initial draft Development Framework was prepared in 2016, Council officers have updated the draft Framework and undertaken further targeted consultation to assist in finalising the document. The intent was to provide an opportunity to address changes in land ownership, capture any necessary community comments and/or concerns, ensure that key issues were considered in the

final Development Framework, and, subsequently, facilitate ongoing community contribution to the future planning and design of the road upgrade.

- 5.3 Consultation in 2016 was undertaken via a number of avenues, and included the following actions.
- 5.3.1 Public exhibition of the draft Development Framework, from 29 April to 14 June (6 ½ weeks);
 - 5.3.2 Establishment of a dedicated webpage on 'Your Say Manningham', which provided all necessary documents, plans and information, and a comments portal for residents to submit their comments online;
 - 5.3.3 Letters and factsheets were sent to all owners/occupiers of properties abutting Jumping Creek Road and on intersecting side streets, up to two properties away from Jumping Creek Road, along with any submitters to the draft Development Framework from 2011;
 - 5.3.4 Officers personally met with 15 of the 19 land owners of properties affected by proposed land acquisitions. (Three of the remaining four land owners failed to respond to the requests to meet, and one property was owned by a vacant landlord);
 - 5.3.5 An article was placed in the Manningham Leader in the week of 9-15 May, regarding the project, inviting community input;
 - 5.3.6 Two community information sessions (morning and evening) were held at the Wonga Park Hall on Tuesday, 24 May, attended by approximately 160 residents in total; and
 - 5.3.7 Subsequent letters, factsheets and updates were provided to those outlined above, and to anyone who attended and registered their details at the community information sessions.

COMMUNITY FEEDBACK

- 5.4 During the 6 week public exhibition process, the community was able to provide comment in respect of the draft Framework online via the Your Say Manningham website, via direct email or mail to officers, or via hardcopy at the community information sessions.
- 5.5 In total, 61 submissions were received. Of these, 48% supported the upgrade, 23% objected to the upgrade and 10% were unsure of their support. In all, 81% of respondents made their views explicit.
- 5.6 The remaining 19% did not provide any response in relation to the above three options, however, two-thirds of these respondents appeared to support the proposal, albeit with various requests for further consideration regarding numerous elements of the upgrade.
- 5.7 In response to the general feedback at the community information sessions (and through written submissions), it appears that the majority of respondents support the upgrade of Jumping Creek Road, and acknowledge the need to address safety issues and provide pedestrian and cycling facilities. Albeit, the community noted the need to balance competing priorities along the corridor, and deliver the upgrade in a manner

- that respects the existing semi-rural character, environmental sensitivity and amenity of the area.
- 5.8 The direct feedback from meetings with the 15 landowners, whose land is subject to proposed partial acquisition, was generally positive, and the majority supported the road upgrade, recognising the current safety issues for motorists, pedestrians, cyclists and abutting property owners when entering or exiting their driveways.
- 5.9 The key issues raised by these land owners included consideration for early planting to screen their properties from the road, assurance that affected infrastructure (fencing, gates, landscaping) would be adequately and appropriately replaced, consideration of protecting significant or sensitive vegetation, waterways or ecosystems (i.e. water run-off from the road that feeds into nearby dams and streams), and a general request that Council continue to liaise with them during the planning, design and delivery phases, to ensure resident input into matters affecting their properties, access and amenity.
- 5.10 Responses to some submissions have already been issued by officers, in cases where operational concerns were raised which did not require a Council resolution and where early responses were necessary.
- 5.11 In early June, a factsheet and subsequent letter was distributed to approximately 300 local residents, including all 61 parties who provided a written submission and those who registered their attendance at either of the two community forums, acknowledging receipt of the submission/comments, and outlining some of the key issues raised to date. Subsequent notification was also provided (letter) in mid July of the forthcoming endorsement of the Framework at the July Council meeting.
- 5.12 It is further intended to notify all these parties (in late 2016) once the Framework has been endorsed by Council.

SUMMARY OF COMMENTS RECEIVED

- 5.13 A detailed summary of the comments provided by the community (based on the theme of topics raised), and recommended officer responses, is provided as Attachment 2.
- 5.14 The key matters raised are summarised below:
- The need for further refinement of the road design (particularly of the traffic management arrangements through the Wonga Park township);
 - Timing and staging of the project (namely to expedite the works through the Wonga Park township);
 - The alignment, surface treatment and provisions for all users (including equestrian users) of the shared path;
 - Further clarity regarding the surface treatment and funding responsibilities for private crossovers;
 - The proposed extent of vegetation removal, measures to minimise losses and the need for updated environmental / ecological reports;
 - Ensuring that there is ongoing communication and consultation with the community, and appropriate avenues for community input into the planning and detail design;

- Issues regarding speed and enforcement, discouraging overtaking and provisions for safe pedestrian crossings;
- Further consideration required regarding roundabouts (size and location), street lighting and drainage; and
- Minimisation of the impacts of construction and the road upgrade on fauna.

OFFICER RESPONSES

- 5.15 The Development Framework has been amended to reflect the comments that were received from the community, where appropriate.
- 5.16 A number of concerns were raised regarding the level of information and detail provided, and/or the currency of associated reports that were contained within the draft Framework (such as the ecological assessment and traffic and crash data).
- 5.17 As the road upgrade is only at a concept stage, detail design and planning has not yet commenced, other than for Stage one. Specific information, such as the number, location and type of trees or vegetation to be removed, extent of earthworks, exact alignment of the shared path, and the concept design through the Wonga Park township, will be determined through the project planning and design phases for each stage of the works. Explanation to this effect was provided at the community information sessions, and is also reflected in the updated Framework.
- 5.18 In particular, specific detail on vegetation removal and flora and fauna impacts will be determined on a stage-by-stage basis, once the works impacts have been better defined, and after qualified arborists and ecologists are engaged to undertake detailed environmental assessments. Planning and environmental approvals will need to be secured prior to construction commencing for each stage of the works. Community consultation is proposed throughout this process, and opportunities for submissions will be available through the planning permit advertising and assessment processes.
- 5.19 In order to capture and consider recent input from the community, a new chapter has been included in the updated Framework titled "Consideration for ongoing design". This section lists the key issues, design requests and matters requiring attention at the planning and design phase. This is intended to provide officers an opportunity to consider these matters, when designing each stage of the upgrade.
- 5.20 Once the Framework has been endorsed, all parties who provided a submission will be notified of this decision.

6 COMMUNICATIONS STRATEGY

- 6.1 A new Engagement and Communications Plan has been prepared to outline the proposed consultation process to be undertaken with key stakeholders, and is provided as Attachment 3. This will help guide ongoing communication with the community regarding the planning, design and delivery of the road upgrade.
- 6.2 A key aspect of the Strategy involves the proposed establishment of a Community Reference Group, to work with officers throughout the entire life

of the project. The purpose of this group is to provide a communication bridge between Council, officers, residents, local community groups and other stakeholders, in order to assist in the planning, design and delivery of the road upgrade.

- 6.3 It is envisaged that such a group will be established within the next six months, through an Expression of Interest (EOI) process, and will involve a rolling membership of residents who live along particular stages of the road upgrade and other community representatives, as identified above.
- 6.4 Through the delivery of the road upgrade, information will also be more broadly disseminated to the community through factsheets, articles in the local paper or Manningham Matters, via media releases and on Council's website. In addition, Council officers will also be available to respond to phone or counter enquiries, as required.

7 CONCLUSION

- 7.1 With financial resourcing of \$17.905 million identified in Council's 10 Year Capital Works Program (2017/18 to 2022/23) for the Jumping Creek Road works, there is a need to endorse the Development Framework to enable ongoing planning, design and construction to commence on this very important infrastructure project, and, concurrently, to assist Council to proceed with the process for partial land acquisition affecting a total of 19 properties along the corridor.
- 7.2 It is considered that appropriate actions have been undertaken, adequate community input has been sought, and due consideration has been given to community submissions on the concept and draft Framework, in finalising the Framework.
- 7.3 As such, it is considered appropriate that Council endorse the Jumping Creek Road Development Framework, as attached.

OFFICER'S RECOMMENDATION

That Council:

- A. Note the issues and comments raised by the community;**
- B. Endorse the 'Jumping Creek Road Development Framework';**
- C. Adopt the Engagement and Communications Strategy, and support the establishment of a 'community reference group';**
- D. Support the commencement and delivery of stages 1 and 2 of the road upgrade (from Ringwood-Warrandyte Road to 176 Jumping Creek Road);**
- E. Support expediting the road upgrade through the Wonga Park township, as stage 3 of the project; and**
- F. Endorse officers developing a draft policy to guide future partial land acquisition and compensation, for future Council consideration.**

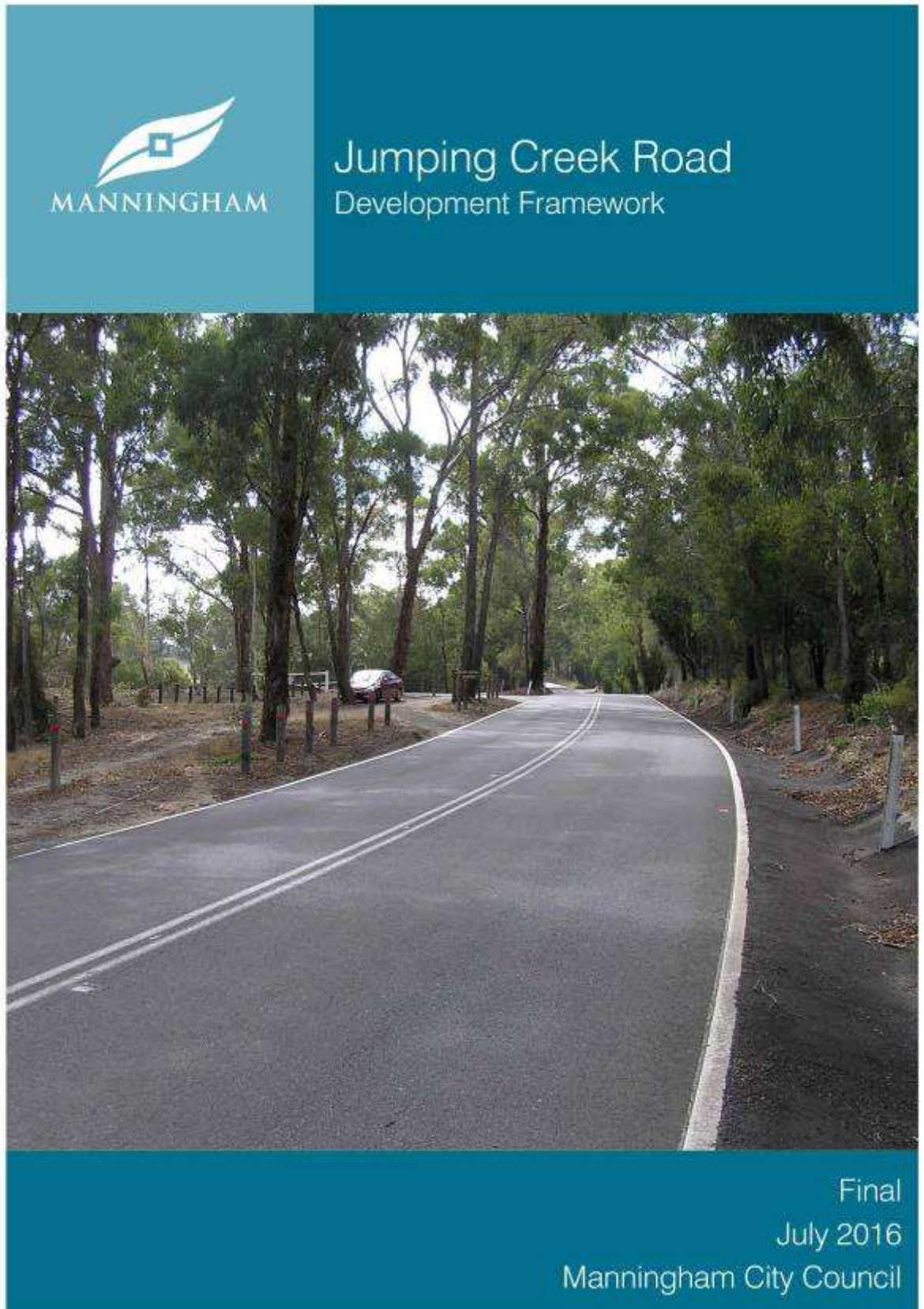
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That the Recommendation be adopted.

CARRIED

“Refer Attachments”

- *Attachment 1 – Updated ‘Jumping Creek Road Development Framework’(2016) – all appendices to the Framework are contained on the ‘Your Say Manningham’ website at www.yoursaymanningham.com.au/jumping-creek-road-upgrade*
- *Attachment 2 – Summary of Community Comments and Officers’ Response*
- *Attachment 3 – New Engagement and Communications Strategy (and Action Plan)*



MANNINGHAM

Jumping Creek Road

Development Framework

Final
July 2016
Manningham City Council

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v

Executive Summary

Manningham City Council has prepared the following 'Jumping Creek Road Development Framework' document to guide the future upgrade of the Jumping Creek Road corridor between Ringwood-Warrandyte Road in Warrandyte and Homestead Road in Wonga Park. The Development Framework is intended to provide a strategic assessment and justification for the preferred option or solution to upgrade Jumping Creek Road.

The purpose of the Development Framework is to develop a solution that:

- examines all relevant data and information to provide a suitable solution to upgrade the corridor;
- improves overall safety for all users of Jumping Creek Road;
- responds to requests by the community to investigate opportunities to improve the corridor;
- satisfy the functional design standards of the road;
- caters for the growing travel demand along this corridor;
- manages competing objectives in regards to road design and the preservation of the environment and wildlife habitats;
- protects the semi-rural character of the area and preserves local amenity;
- provides a basis for engagement and community input into the Framework development; and
- provides a framework to enable partial acquisition of private land.

Extensive consultation was undertaken with the community in 2011 and subsequently in 2016 to assist in the preparation of the Framework to determine the most suitable upgrade option for Jumping Creek Road.

Community engagement is proposed to occur on an ongoing basis throughout the delivery of the upgrade.

1 Introduction

Manningham City Council is proposing to upgrade the entire length of Jumping Creek Road in progressive stages between 2017 and 2023. The upgrade is proposed to be guided by the objectives outlined within this *'Jumping Creek Road Development Framework'*.

Jumping Creek Road

Jumping Creek Road is an important local link road that carries in excess of 8,100 vehicles per day (2013), with the volume expected to nearly double to 15,000 vehicles per day by 2035. The road provides a five kilometre link between Ringwood-Warrandyte Road in Warrandyte to Homestead Road in Wonga Park, as well as linking surrounding suburbs and the tourist destinations of the Yarra Valley and the Dandenong Ranges.

Why Upgrade Jumping Creek Road

Jumping Creek Road is being upgraded to improve safety for all users, including motorists, cyclists and pedestrians. The deteriorating state of the road, increasing traffic volumes (of three to four per cent per year), poor pedestrian and cycling accessibility and the sustained incidences of crashes on Jumping Creek Road, highlight the need to upgrade the road.

The current road environment has inadequate road lane widths with sharp corners and poor sight distances in some locations. Many sections also have trees, power poles and deep open drains located close to the edge of the road, which pose safety risks for road users should they veer off the sealed road pavement for any reason.

The roadway has experienced higher-than-average casualty crashes (of those reported to authorities) including a number of fatalities, and countless incidents involving collisions with local wildlife. Many of these crashes involved vehicles

leaving the road and colliding with objects on the side of the road, such as trees, fences and open drains.

Jumping Creek Road Development Framework

Responding to community requests for improvements, a strategic document for the future development of Jumping Creek Road was prepared in 2011 and subsequently finalised in 2016, following extensive consultation with the community.

The purpose of the Development Framework is to consider options to address the identified safety and functional issues impacting Jumping Creek Road for all road users – in a balanced manner that minimises impacts on roadside vegetation and best maintains the rural character of the environs.

Concept Design Proposal

A concept design for the future development of Jumping Creek Road has been prepared and will generally encompass the following works:

- Upgrade of the road alignment to improve sightlines and visibility (i.e. improve sharp bends and crests in the road);
- The installation of roundabouts at suitable locations to reduce the speed environment along the road and improve safety;
- Provide kerb and channel, drainage pits and underground drainage pipes to replace open drains, limit uncontrolled overland flows and minimise the footprint of the proposed works;
- Provide safety barriers, where warranted, to improve safety and minimise loss of roadside vegetation;
- Create a new shared path to provide for suitable pedestrian and cycling demand, improve safety and enhance sustainable transport options;
- Construct fauna road crossing(s) at appropriate locations;
- Undertake any necessary alterations to service authority assets;

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- Improve safety and access to private driveways; and
 - Removal of vegetation to accommodate the works, where necessary, and the undertaking of associated re-vegetation works, as required.

2 Background

Jumping Creek Road provides an important five (5) kilometre link within Manningham, between Ringwood-Warrandyte Road in Warrandyte to Homestead Road in Wonga Park.

The road links the communities of Warrandyte and Wonga Park and existing employment and retail precincts in Croydon, Chirnside Park and Lilydale, and serves as an important transport corridor between the municipalities of Manningham, Maroondah and Yarra Ranges. The road is classified as a Council 'Link Road', with the function of providing the main avenue of traffic movements within the municipality to the wider road network.

Jumping Creek Road carries in excess of 8,100 vehicles per day (2013) with traffic volumes expected to increase by 3 to 4 per cent per annum. It is expected that by 2035, traffic volumes on the road will exceed 15,000 vehicles per day (nearly double the current volume), as the population in the north-eastern region of Melbourne continues to grow.

Warrandyte is one the 52 Victorian towns identified as being subject to a higher bushfire risk, following the 2009 Black Saturday bushfires. The area is characterised by a sparse road network and opportunities for access and egress for the local communities are limited. Therefore the importance of the function of Jumping Creek Road in the local road network is considerable.

Given the importance of Jumping Creek Road in the network, gradual deterioration of the road under increasing traffic loads and safety issues associated with the road alignment, there is a need to improve the road at some stage in the near future.

The current road presents a number of safety issues including:

- inadequate road lane widths;
- substandard horizontal alignment at some locations;
- poor sight lines in many locations;
- non-compliance with current State roadside clear-zone requirements, with many sections encumbered with trees, power poles and deep open drains located close to the edge of the road and a general lack of road shoulders in many locations; and
- a general lack of safe sustainable transport facilities, such as dedicated paths.

These existing characteristics have an impact on the sightlines and sight distance for through-traffic, property (driveway) access and at intersections, further reducing the ability for drivers to safely see around a bend or when entering and exiting their properties.

Between January 2009 and December 2013, there have been a total of 17 reported vehicle crashes resulting in casualties along Jumping Creek Road. This includes one (1) fatal crash (head on collision between a motorcyclist and vehicle) in 2009 and six (6) crashes causing serious injury. Many of these crashes involved vehicles leaving the road and colliding with objects on the side of the road, such as trees, fences and open drains.

No statistics are available regarding crashes which do not result in casualties. This includes crashes resulting only in property damage or wildlife injuries.

Jumping Creek Road is considered as a 'Black-Length' road (where a significant number of crashes have occurred over a 5 year period) and currently ranks as one of the higher crash risk sites of Council Link Roads within Manningham.

Of significant note is the crash which occurred in March 2004 in the vicinity of 292 Jumping Creek Road in Warrandyte. This crash involved a truck and a school bus, and received wide-spread media attention. The accident allegedly resulted when the truck partially left the pavement then speared across the road into the path of a bus carrying school children. The Plaintiff engaged Road Safety Audits (RSA) to provide a Report on the accident. The RSA Report stated that the road width is significantly substandard, with inadequate shoulders.

The road geometry along much of Jumping Creek Road is similar to that found at this particular crash location. Other major safety issues along the existing road alignment, as identified through a road safety audit conducted in 2006, included inadequate clearances from traffic lanes to trees on the road edge, other fixed objects along the road and inadequate sight distance at many horizontal and vertical bends.

Earlier Works

In order to address various safety issues, Council has undertaken a number of works on Jumping Creek Road in the past. These include:

- In 1998 a '*Jumping Creek Road Strategy Plan*' was prepared, which identified 14 road safety projects to improve Jumping Creek Road. Whilst this Plan was not adopted by Council, the recommendations formed the basis of works in Jumping Creek Road from 1999. The Plan also recognised the need to be sensitive to the existing environmentally significant flora and fauna along the road alignment.
- Since 1999, Council has expended approximately \$4 million on capital improvements and pavement rehabilitation works which have included:

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- replacement of the Jumping Creek (Road) bridge;
 - improvements at the Stane Brae Court intersection;
 - construction of the roundabout at the Ringwood-Warrandyte Road intersection;
 - asphalt overlay of the road pavement from Ringwood-Warrandyte Road to Stane Brae Court;
 - pavement delineation via line-marking of edge lines and installation of Raised Reflective Pavement Markers (RRPM) for the full length of the road; and
 - relocation and undergrounding of utility and communication services.
- A proposal to improve the sight distance over the crest from Vine Crescent to Yarra Road was deferred due to strong community opposition to the removal of approximately 70 trees for the works. As a result, some minor pavement shoulder widening and road sealing was undertaken to improve access to private properties along this section of the road.

All works undertaken have been cognisant of the need to minimise the impact on the roadside vegetation and retain the rural character of the area. Achieving a desirable outcome has required maintaining a balance between the road user needs, safety and the environment.

Considerations

Further to many road safety improvements that were undertaken since 1998, in July 2004, Council received a petition with 90 signatures formally *"requesting Council [to] explore all avenues to improve safety along Jumping Creek Road, including roadside reserves, without destroying roadside vegetation and rural character"*.

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In 2006 a Road Safety Audit identified a list of minor works that have subsequently been completed. In addition other interim improvement works undertaken have also included the installation of guard rail opposite the Hooper Road intersection, preliminary service alterations and works to reduce the depth of deep roadside open drains have been completed.

Preliminary investigations revealed that more substantial works of pavement widening and road realignment with potential substantial tree removal would be required to maintain a safe road to meet the increasing vehicular, pedestrian and cycling use of this road corridor.

The *Jumping Creek Road Development Framework 2016* seeks to identify the optimal solution to satisfy the functional demands of the road in a manner that minimises the impact on the roadside vegetation, the semi-rural character of the area and the general amenity of the surrounding communities.

The construction standards to be adopted will involve the use of retaining walls to limit the extent of earthworks, kerb and channel to define the pavement edge, underground pipe drains to eliminate open drains and use of guardrail fencing to manage the risk of vehicles running off the pavement and colliding with fixed roadside obstacles, in particular trees. The provision of guardrail will also limit the extent of vegetation removal while meeting necessary safety requirements.

3 Existing Conditions

3.1 Available Information

The recommendations of three major studies undertaken between 1998 and 2006 focussed on road safety improvements and identification of significant native flora and fauna sites within the road reserve. These studies were the:

- *Jumping Creek Road: Road Development Framework Plan (GHD, 1998);*
- *Jumping Creek Road, Wonga Park and Warrandyte: Flora and Fauna Assessment (Ecology Australia Pty Ltd, 1999); and*
- *Jumping Creek Road Existing Conditions - Road Safety and Audit Report (Road Safety Audits Pty Ltd, 2006).*

During the preparation of the Development Framework, the following additional major studies were commissioned to assist the process of determining a suitable solution for the corridor:

- *Flora and Fauna Assessment and Net Gain Analysis of Jumping Creek Road Reserve, Wonga Park (Ecology Partners Pty Ltd, 2008);*
- *Spring Survey of Jumping Creek Road Reserve, Wonga Park (Ecology Partners Pty Ltd, 2009);*
- *Preliminary Net-Gain Analysis of the Proposed Jumping Creek Road Upgrade, Warrandyte – Wonga Park (Ecology Partners Pty Ltd, 2009);*
- *Addendum to the above report: 'Considerations Under the Biodiversity Assessment Guidelines for Jumping Creek Road Upgrade, Warrandyte (Ecology and Heritage Partners Pty Ltd, 2015); and*
- *Preparation of Concept Plans for Road Works on Jumping Creek Road (Paroissien Grant & Associates, 2009)*

3.2 Site History

The five kilometre length of Jumping Creek Road from Ringwood-Warrandyte Road to Homestead Road provides a key link for motorists, between the two semi-rural areas of Wonga Park and Warrandyte and for general regional travel between eastern and northern Metropolitan Melbourne. Cyclists and pedestrians also currently use the paved road and road reserve, although no formal pedestrian or dedicated cycling infrastructure currently exists.

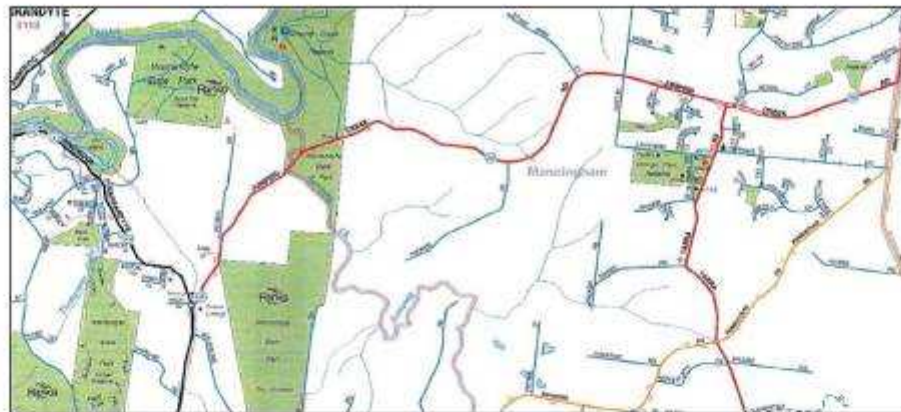
Rapid development in the north-eastern region of Melbourne has generated increased traffic volumes, transforming Jumping Creek Road from a quiet rural road to an important Council Link Road. Traffic volumes generally reach 8,100 vehicles per day (2013), with a standardised traffic volume growth rate of 3 to 4 per cent per annum expected.

3.3 Site Location

Located in the north east of Manningham, Jumping Creek Road is 5.23 kilometres in length, extending from Ringwood-Warrandyte Road in Warrandyte to Homestead Road in Wonga Park. The Road runs through Manningham's 'Green Wedge' (the area of the Metropolitan region located outside of the Urban Growth Boundary, and considered as environmentally sensitive). Jumping Creek Road serves local traffic as well as traffic from the neighbouring City of Maroondah and Shire of Yarra Ranges.



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Source: Melways

3.4 Road Corridor Functionality (types of uses)

The Jumping Creek Road corridor is host to a variety of uses that are both complimentary and, in some cases, perceived to be in conflict with its use for road transport. Setting aside the importance of the corridor for commuting traffic, local access to schools and abutting residences and some commercial vehicle activity, the corridor also contains valuable remnant native vegetation contributing as important native fauna habitat, acting as a fauna transport corridor with the large native trees in particular adding to the rich semi-rural landscape quality of Jumping Creek Road. Stormwater quality flowing from the corridor into nearby catchments and Jumping Creek must be maintained, yet the corridor must also accommodate other activities including walking and cycling within the road reserve.

3.5 Existing Road Geometry and Property Constraints

The existing road formation consists of a sealed pavement varying between 5.8 and 7.6 metres in width. Narrow gravel or asphalt shoulders exist in isolated sections of road, with much of the road pavement abutting directly alongside the open table drains.

Kerb and channel and underground stormwater drainage has been constructed in some sections where previous road improvement works have been undertaken. These locations are:

- from Ringwood-Warrandyte Road, east approximately 250 metres;
- up to 200 metres either side of the Jumping Creek (Road) bridge;
- the Stane Brae Court intersection and its approaches; and
- surrounding the Yarra Road and Dudley Road intersection.

The road alignment west of Hartley Road is undulating and curvilinear through a predominantly rural environment, whilst east of Hartley Road is more urban in character with a more straighter road alignment through the Wonga Park township.

The existing design speed of the road with respect to the horizontal alignment generally exceeds 60 kph, although the common practice of designing to a speed of 10 kph greater than the posted speed limit is not achieved in many locations. Two bends have design speeds below 60 kph, located east of Hooper Road and east of Ringwood-Warrandyte Road.

The existing vertical alignment of Jumping Creek Road is generally substandard with the design speeds of numerous crests and valleys below 50kph, as referenced in **Attachment 1 - Design Speeds - Existing Conditions**.

Road geometry is influenced by the undulating terrain and the need to provide property access along the length of the road. Steep cross-fall across the road reserve in many locations results in difficult property access. Any changes in vertical road geometry may require significant ancillary works to maintain access to abutting properties.

3.6 Traffic Counts

Detailed traffic counts were undertaken in October 2007 to determine the volume, direction and speed of traffic travelling along Jumping Creek Road. These were undertaken at the following seven (7) locations:

- Location 1 – 268 Jumping Creek Road
- Location 2 – 138 Jumping Creek Road
- Location 3 – Upton Court and Jumping Creek Road intersection
- Location 4 – Yarra Road between Toppings and St Denys Crescent
- Location 5 – 22 Jumping Creek Road
- Location 6 – Homestead Road, north of Ward Court
- Location 7 – 5 Lower Homestead Road

The location of the traffic counters enabled peak period data and vehicle classification data to be extracted from the traffic counts to provide an overall view of the traffic characteristics along Jumping Creek Road. The counter locations, speed details and daily volume data recorded at each location are provided in **Attachment 2 - Jumping Creek Road Traffic Counts**.

Subsequent annualised traffic assessments (projected) have been undertaken, and confirm that traffic growth along the corridor is increasing, at the rate of between 3 to 4 per cent per year.

3.6.1 Daily Volume and Speed Counts

The results of the surveys indicate that Jumping Creek Road carries an overall average daily volume count of approximately 7,200 (2008), revised up to 8,100 (2013) vehicles per day (based on available data provided by VicRoads). Clause 56.06 of the Victorian Planning Provisions indicates that arterial roads can carry daily vehicle volumes greater than 7,000 vehicles per day.

The overall average speed recorded along Jumping Creek Road was 62 km/h with 85% of all traffic travelling at or below 68.5 km/h. Given the existing road geometry, speeds over and above the 60 k/ph posted speed limit are a concern.

3.6.2 Morning Peak Period Counts

The morning peak period was determined to occur between 8am and 9am, as this takes into consideration both commuter traffic and the school drop-off period.

The results of the AM peak period counts indicate that the majority of traffic is travelling south-west along Jumping Creek Road towards the direction of Ringwood-Warrandyte Road. **Attachment 3 - Jumping Creek Road Traffic Counts Morning Peak** details the directional morning peak period volumes.

3.6.3 Evening Peak Period Counts

The evening peak period was determined to occur between 5pm and 6pm, which is predominantly commuter traffic. The school pick-up period generally occurs earlier in the afternoon (2.30-4.00pm) and as such does not coincide with the commuter peak period.

The results of the survey indicate that during the evening peak period, traffic is generally travelling in a north-easterly direction towards the Wonga Park township. **Attachment 4 - Jumping Creek Road Traffic Counts Evening Peak** details the directional evening peak period volumes.

3.6.4 Vehicle Classes

All vehicles are grouped into various categories depending on their length. A pictorial description of each vehicle class is provided in **Attachment 5 - Austroads Vehicle Classification System**.

Vehicle Type	Classes	Typical Description
Short	1, 2	Sedan, Sedan towing, Wagon, 4WD, Utility, Light Van, Bicycle , Motorcycle etc
Medium	3, 4,5	Short Towing – trailer, caravan, boat Two and three axle bus or truck Four axle truck
Long	6, 7, 8,9	Three, four, five and six axle articulated vehicles or rigid vehicle and trailer
Medium Combination	10, 11	B Double, or heavy truck and trailer Double road Train
Long Combination	12	Triple road train

Assessment of the traffic data indicates that at Location 1, 94.5% (7,736 vehicles) of the daily traffic is class 1 and 2 vehicles (i.e. single vehicle or vehicle towing a trailer, caravan or boat), with the remaining 5.5% of traffic (450 vehicles) class 3 and above (various types of trucks). Similarly as detailed for Location 1, the majority of traffic along the whole road network is generally Class 1 and 2 vehicles. A further breakdown of the various classes at each location is shown in **Attachment 6 - Traffic Classifications at Each Count Site**.

3.6.5 Traffic Comments

Given that Jumping Creek Road is classified as a Council Link Road, the existing volume of traffic recorded along the road is considered to be acceptable. In addition, given the classification of the road, and the function it provides to the road network, it is considered that Jumping Creek Road can carry vehicle volumes higher than those recorded. It is considered that the existing volume of heavy vehicles (Class 3 and above) travelling along Jumping Creek Road is acceptable for the current road classification.

However it is noted, that preliminary future traffic predictions indicate that within 20 years the traffic volume along Jumping Creek Road may increase by approximately 3 to 4 per cent per annum. As a result, the traffic volume along Jumping Creek Road may increase from an overall average of 8,100 (2013) vehicles per day to approximately 15,000 vehicles per day by 2035.

With Jumping Creek Road struggling to provide a safe route for the current usage of the road, it is considered that the existing road cannot safely accommodate any significant increase in traffic volumes, without an upgrade. Given the limited availability of alternative routes within the road network, the upgrade of Jumping Creek Road is considered to be essential.

3.6.6 Traffic Counts: 2007 to 2016

Traffic counts undertaken along Jumping Creek Road between 2007 and 2016 have indicated that traffic volumes have increased by over five per cent between 2008 and 2012 and over six per cent in the year between 2012 and 2013.

Given the cyclical patterns of real estate demand and property and building growth in the region, traffic growth is expected to fluctuate year-on-year, with the expected average growth rate of 3 to 4 per cent per annum considered as a reasonable average forecast.

3.7 Crash Data

Analysis of the VicRoads crash database indicates that a total of 17 crashes occurred along Jumping Creek Road over the five year period from January 2009 to December 2013. This is an increase of five more reported casualty crashes than for the five year period from January 2005 to December 2009. The crash locations are shown on in **Attachment 7 – Map - Jumping Creek Road Crash Locations**.

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An analysis of the crash data between 2009 and 2013 indicates that crashes have occurred along the whole length of Jumping Creek Road between Ringwood-Warrandyte Road and Homestead Road. A summary of the date, severity and type (DCA - Definition for Classifying Accidents) of each crash is shown in the table below:

Date	Severity	DCA	General Crash Description
9/06/2009	Other Injury	183	Off left bend into object (fence & gates)
6/08/2009	Other Injury	130	Rear end (vehicles in same lane)
6/12/2009	Fatal	120	Head On (not overtaking – vehicle & motorcyclist)
2/06/2010	Other Injury	152	Pulling out (overtaking – hit right turn -motorcycle and car)
9/06/2010	Serious Injury	120	Head On (not overtaking – car & car)
19/11/2010	Other Injury	120	Head On (not overtaking – car & utility)
16/02/2011	Serious Injury	121	Right through (Panel van & motorcycle)
3/03/2011	Serious Injury	183	Off left bend into object (fence & gates)
16/06/2011	Other Injury	181	Off right bend into object (tree)
18/01/2012	Other Injury	181	Off right bend into object (embankment)
8/02/2012	Other Injury	181	Off right bend into object (tree)
3/09/2012	Other Injury	130	Rear end (vehicles in same lane- vehicles entering intersection)
4/11/2012	Other Injury	120	Head On (not overtaking – utility & utility)
26/12/2012	Serious Injury	184	Out of control on carriageway (on bend)
22/01/2013	Other Injury	183	Off left bend into object (tree)
20/03/2013	Serious Injury	154	Pulling out (rear end)
5/10/2013	Serious Injury	183	Off left bend into object (tree)

Of the 17 crashes recorded in the five year period, one (1) was fatal (motorcyclist), six (6) were considered as 'serious injury (taken to hospital), and ten (10) involved 'other injury' (requiring treatment on site).



The most common type of crash was leaving the road and hitting an object (8), followed by head-on (not overtaking) crashes (4), rear-end crashes (2), pulling-out (overtaking) (2) and right-through crashes at intersections (1).

The fatality and one other crash occurred in the vicinity of 185 Jumping Creek Road. Three crashes occurred in the vicinity of 137 Jumping Creek Road and 241-285 Jumping Creek Road. Two crashes occurred at the intersection with Dudley Road and in the vicinity of 185 Jumping Creek Road. The remainder of crashes occurred at other various locations, and as such cannot be attributed to one factor or intersection.

Diagrams of the traffic movements for each type of crash (DCA) are shown in **Attachment 8 – VicRoads Definitions for Classifying Accidents**.

3.8 Environmental Values (Flora and Fauna)

Two earlier ecological studies and reports prepared for Manningham City Council, *'Flora and Fauna Assessments'* and *'Manningham Roadside Mapping'*, investigated and assessed the environmental values of the Jumping Creek Road corridor.

The reports identified that the environmental values of the area are largely a reflection of the extent and quality of indigenous vegetation that remains within the Road Reserve, and adjacent to the Road Reserve. The 'quantity' and 'quality' of the remnant vegetation in the road reserve varies significantly. Some sections are severely degraded from their 'natural' state (with few, if any, scattered indigenous canopy trees remaining and no understorey), whilst in other sections more 'intact' bushland remains (with higher levels of indigenous tree canopy cover and understorey in at least partially intact condition).

These bushland remnants are considered to have environmental value:

- 'in their own right' as habitat for indigenous fauna and flora;
- as additional and supplementary habitat to adjacent remnants on private and public land; and
- as habitat linkages, providing connectivity between other bushland remnants (a 'wildlife or a habitat corridor' function).

It is also important to recognise that the indigenous vegetation in the study area has other values including: aesthetic, cultural heritage, educational/scientific, recreational, economic, spiritual wellbeing, and 'intrinsic value' (i.e. value in and of itself, irrespective of any use, benefit or enjoyment humans may derive from it).

3.8.1 Early Environmental Studies

The following summarises the two earlier environmental studies conducted which examined and described the environmental values of the Jumping Creek Road corridor:

3.8.1.1 Study 1 – '*Jumping Creek Road, Wonga Park and Warrandyte: Flora and Fauna Assessment (Way S.L. & Muir A.M, 1999)*'

In this study, a roadside assessment of Jumping Creek Road was undertaken in July 1999 (Ecology Australia P/L, 1999). Flora and fauna values of the roadside vegetation were assessed along the length of the road from Ringwood-Warrandyte Road in the west to Homestead Road in the east. The following points provide an edited summary of the report:

Flora

- Although the majority of roadside vegetation is degraded, much severely so (particularly east of Hooper Road), several areas of partially intact remnant vegetation were identified and mapped.

- A total of 112 plant species were recorded within the road reservation, of which 68 (61%) are indigenous and 44 (39%) are naturalised exotic species. One additional indigenous species was recorded from the Flora Information System database (DNRE1). Some of the introduced plant species are considered as serious environmental weeds requiring urgent weed control.
- Fourteen of the indigenous species are considered to be of Regional significance in the context of Greater Melbourne.
- Three vegetation communities were recorded along the roadside:
 - Community 1.0: Box – Stringybark Woodland (Local to High Local significance);
 - Community 2.0: Yellow-Box – Candlebark Grassy Woodland (Local to Regional significance); and
 - Community 3.0: Manna Gum Riparian Forest (not sampled in this study) (Local to Regional significance).
- The significance of these vegetation communities varies according to their quality or degree of intactness.

Fauna

- No significant fauna species were observed during this study. A total of 158 bird species (five State significant species, three Nationally significant species and 12 introduced species), 36 mammal species (one Nationally significant, three State significant species and seven introduced species), 17 reptiles, 12 amphibians (one Nationally significant) and six fish (one State significant and two Nationally significant) have previously been recorded in the vicinity of the study area.
- Jumping Creek Road provides moderate quality habitat for native fauna. In some areas, the native vegetation is highly disturbed. There

¹ Department of Natural Resources & Environment, now Dept. of Sustainability & Environment (DSE)

is limited floristic composition and structure resulting in a lack of habitat diversity.

- A total of 34 trees were identified as being of ecological importance, providing habitat or a resource for wildlife. The indigenous vegetation along Jumping Creek Road is of ecological importance. The roadside vegetation is potentially a habitat link for native fauna. The roadside vegetation is being utilized by numerous Common Ringtail Possums, especially the section west of Stan Brae Court to Jumping Creek Road.
- Jumping Creek Road is considered a site of Regional zoological significance due to its function as a habitat link between larger sites of State significance. These sites are the most significant areas of fauna habitat and occur adjacent to the roadside reserve rather than along Jumping Creek Road itself. They include:
 1. Warrandyte State Park (including Jumping Creek Reserve) – State Significant.
 2. Stan Brae Court bushland – State Significant.
 3. The bushland south east of Hooper Road (referred to as Hooper Road Bushland for this study) – State Significant.

3.8.1.2 Study 2 – ‘Manningham Roadside Vegetation Mapping’ (Practical Ecology P/L, Ecocentric Environmental Consulting & Geocode Mapping and Analysis P/L, July 2002 (Gannon P., Allan I. & Kern L.))

This study assessed the quality and significance of remnant roadside vegetation across the municipality, including the Jumping Creek Road corridor. It was essentially a comparative assessment, and found that the ‘quality’ of the vegetation along the road varied from ‘very good to excellent’ to ‘very poor’, whilst its ‘significance’ varied from ‘highest’ to ‘lowest’. In total it found that Manningham had 340ha of medium to high quality indigenous vegetation on its roadsides.

3.8.2 Broader Environmental Values

The broader environmental value of the road reserve as a component of other remnants within the local and regional area is also recognised more indirectly in a number of other relevant ecological reports and plans summarised below.

3.8.2.1 *Manningham Biosites – Sites of (Biological) Significance, Manningham City Council (Foreman P, November 2004)*

This comprehensive review of Manningham's indigenous vegetation (across all land tenures) identified 35 'Biosites' for the municipality. Biosites are 'Sites of (Biological) Significance' for the municipality, and are defined as "Core Conservation Areas" representing those areas that support the majority of Manningham's biodiversity. Ecological Vegetation Classes (EVCs) are mapped for each Biosite. The biosites are ascribed a 'significance' level of National, State or Regional significance according to (then draft) DSE criteria.

Sections of the Jumping Creek Road Reserve are within two biosites:

1. Biosite 3: Stanebrae/Blue-tongue Bend (State significance); and
2. Biosite 5: Haslams Track (State significance).

Additionally the Biosites Review identifies 'Buffer Conservation Areas'. Buffer areas provide additional (usually adjacent) habitat that tends to consist of the more common indigenous species supporting the ecological integrity and function of the Core Conservation Areas. Much of the road reserve is identified as a Buffer Conservation Area.

3.8.2.2 *Sites of Botanical and Zoological Significance in Wonga Park, (Ecology Australia, Bedggood B.E. et. al., January 1997)*

The study area for this report only included the section of the Jumping Creek Road corridor from where, if Haslams Track continued to the north, would intersect Jumping Creek Road, east to where Jumping Creek Road ends at Lower Homestead Road.

None of the Jumping Creek Road Reserve was included within a site of significance; however the Reserve was identified as providing links between Sites of Significance. The report recommended a more detailed assessment of this and other road reserves.

3.9 Resident and User Concerns

Increased traffic volumes and wider usage of the road by cyclists and pedestrians have given rise to various concerns, and raise the following issues:

3.9.1 Road Environment

- Increased traffic volumes;
- Trucks and commercial vehicles using the road in increasing numbers;
- Traffic noise;
- Excessive speed;
- Inadequate vertical and horizontal alignment (crests and curves);
- Road is within a recognised conservation zone;
- Wildlife being killed and injured including kangaroos, echidnas, native ducks and lizards (amongst other wildlife);
- Inadequate pedestrian crossings;
- Lack of safety for cyclists and horse riders;
- Lack of slower speed zones at school crossings;
- Roadside litter; and
- Inadequate bus stops at Dudley Road and outside of 66 Jumping Creek Road.

3.9.2 Natural Environment

- Need to retain roadside vegetation;
- Need to protect fauna habitat; and
- Significance of wetlands adjoining the road at 117-123 Jumping Creek Road & Stane Brae Court and the necessity to retain the drainage systems feeding water from the road into these wetlands (and ecosystems).

The preparation of this Development Framework is an undertaking to address the above concerns by achieving a solution that provides a safe, yet functional road that has a minimal impact (as practical) on the environment and maintains the aesthetic character of the area.

4 Strategic Context – Legislation and Policy

The following provides a summary of the State and Local Legislation and Policies as they impact Jumping Creek Road.

4.1 Federal and State Environmental Legislation and Planning Controls

The following sections provide a summary of the Federal and State environmental legislation and planning controls affecting Jumping Creek Road.

4.1.1 State and Federal Legislation

Environment Protection and Biodiversity Conservation (EPBC) Act 1999

This federal legislation establishes a process for assessing developments that have national environmental significance and for those on Commonwealth land. A referral to the Federal Government is triggered under the Act if a proposed action is likely to have a 'significant impact' on certain 'matters of national conservation significance' that are defined by the Act.

It is considered that no referral under the Act is required on the basis of current information.

Flora and Fauna Guarantee (FFG) Act 1988

This Victorian legislation aims to conserve threatened species and communities and manage 'threatening processes'.

Protected flora within the study area includes *Acacia* species (except Blackwood *Acacia melanoxylon*), any of the Asteraceae (Daisies) family, and all orchids, ferns and grass trees. Six flora species previously recorded in or near the study area are listed under the FFG Act.

Two listed fauna species (Powerful Owl and Common Bent-wing Bat) are found within vegetation contiguous with the study area. These species are highly likely to either reside in or regularly utilise habitats within the study area. Another FFG Act listed species, Brush-tailed Phascogale, is known to reside in or utilise remnant vegetation along Jumping Creek Road.

Wildlife Act 1975 / Wildlife Regulations 2002

The purpose of the *Victorian Wildlife Act* is to promote the protection and conservation of wildlife and regulate activities concerning or related to wildlife. Amongst other things it provides for a system of permits and licenses for the keeping or taking of wildlife

Catchment and Land Protection (CaLP) Act 1994

The CaLP Act is Victorian legislation that covers catchment planning, land management, noxious weeds and pest animals. In relation to this project the CaLP Act directs that Council is responsible to control any infestation of noxious weeds that may become established after the works have been completed

Aboriginal Heritage Act 2006 / Aboriginal Heritage Regulations 2007

This Victorian Act links land use planning/development processes with the identification, protection and management of Aboriginal cultural heritage.

It requires the preparation of a 'Cultural Heritage Management Plan' (CHMP) for a site if all or part of an activity is a defined 'high impact activity' *and* all or part of the activity is in an area of cultural heritage sensitivity, not already subject to significant ground disturbance. It then prescribes standards for the preparation of a CHMP.

Areas of cultural heritage sensitivity include land within 200 metres either side of an existing or 'prior' waterway, registered cultural heritage sites and land

locations meeting a number of other criteria. In this case, relevant to the area surrounding the Jumping Creek (waterway).

Environment Protection Act 1970

This Act sets the regulatory framework for the prevention of pollution in relation to air, land and water. The Act gives rise to State Environment Protection Policies, which define objectives for the protection of the environment. The *State Environment Protection Policy (Waters of Victoria, 1988)* defines objectives to support the beneficial uses of waterways within Victoria and also reflects the requirements of national water quality guidelines. These objectives apply to runoff from the construction and operation of roads.

4.1.2 Federal /State/ Local Planning Controls

4.1.2.1 Planning and Environment Act 1987/Manningham Planning Scheme

The Victorian *Planning and Environment Act 1987* establishes controls applied through Municipal Planning Schemes to regulate the use and development of land, including provisions relating to native vegetation.

Zoning

Jumping Creek Road traverses through Manningham's 'Green Wedge' – the area of the municipality that is located outside of the State Government's 'Urban Growth Boundary' (UGB).

Jumping Creek Road crosses five different planning zones controlling underlying and adjacent land uses, as illustrated on the following map. These zones include:

PLANNING ZONES



- **Rural Conservation Zone (RCZ2 and RCZ3)**

The purpose of this zone is mainly to conserve natural values and:

- *"...to encourage development and use of land which is consistent with sustainable land management and land capability practices, and which takes into account the conservation values and environmental sensitivity of the locality.";* and
- *"To provide for agricultural use consistent with the conservation of environmental and landscape values of the area."*

In the RCZ2, the minimum lot size for subdivision is 4ha, whilst in RCZ3 the minimum lot size is 8ha.

- **Low Density Residential Zone (LDRZ)**

The main purpose of the LDRZ is to:

- *"...provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater."*

The schedule to the LDRZ specifies that within Manningham, the minimum lot size for subdivision for all land zoned LDRZ, is 0.4ha (4,000m²).

- **Public Conservation and Resource Zone (PCRZ)**

This zone applies to public land, with the purpose of the PCRZ to:

- *Protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values; and*
- *Provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.*

- **Public Park and Recreation Zone (PPRZ)**

This zone only applies to a small area of the road reserve adjacent to No. 10 Jumping Creek Road in Wonga Park which is in close proximity to the intersection of Homestead Road. The main purpose of the zone is to:

- *Recognise areas for public recreation and open space.*
- *Protect and conserve areas of significance where appropriate.*

- **Commercial 1 Zone (C1Z)**

This zone applies only to a small area of the road reserve adjacent to one lot located at the corner of Dudley Road and Jumping Creek Road in Wonga Park. The main purpose of the zone is:

- *'to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses, as well as residential uses at densities that complement the role and scale of the commercial centre.'*

The development of land for 'roadworks' does not require a planning permit under the zones affecting the land along Jumping Creek Road.

Overlays

The following overlays are applicable to the Jumping Creek Road corridor:

Environmental Significance Overlay – Schedule 1 (ESO1)

The ESO1 applies to a relatively short section of the road reserve either side of where it crosses Jumping Creek. The purpose of the overlay is amongst other things, to protect areas along the Yarra River from development that may damage the streamside environment as a visual, conservation, ecological and recreation resource.

It controls subdivision, most buildings and works, exotic tree removal over a certain height, branch spread and trunk circumference, and native vegetation removal.

Environmental Significance Overlay – Schedule 2 (ESO2) and (ESO3)

Overlays ESO2 and ESO3 affect a predominant part of the road reserve. These controls extend from Ringwood-Warrandyte Road in the west, to Hartley Road in the east. Whilst these overlay controls do not overlap, they have a strong interrelationship with one another.

Sites covered by an ESO2 have been assessed as being the most intact and significant areas of indigenous vegetation, and are known as Manningham's 'Core Conservation Areas'. Areas of vegetation of the highest quality within the Core Conservation Areas are referred to as 'Critical Conservation Areas'.

Particularly relevant ESO2 objectives are to:

- *Protect and enhance the ecological values of Critical and Core Conservation Areas;*
- *Encourage development that is compatible with the conservation and protection of the ecological values of the area; and*
- *Ensure that development responds to the area's environmental and landscape characteristics, including topography and waterways.*

Sites covered by ESO3 have been assessed as being either Buffer Habitat or other land with environmental and/or landscape values that support Core Conservation and Buffer Habitat areas.

Particularly relevant ESO3 objectives are to:

- *Protect and enhance the ecological values of Buffer Conservation Areas;*
- *Protect the ecological values of Critical and Core Conservation Areas; and*
- *Ensure that development responds to the area's environmental and landscape characteristics, including topography and waterways.*

Both ESO2 and ESO3 control most buildings and works, subdivision and Victorian native vegetation tree removal, including dead eucalypts. A permit is not required in ESO2 and ESO3 for the removal of exotic vegetation or specified environmental weeds. The ESO3 also controls Australian native tree removal over a certain height, branch spread and trunk circumference. However, in some case, exemptions in triggering a planning permit do apply.

Environmental Significance Overlay – Schedule 4 (ESO4)

The ESO4 applies to the section of the road reserve from Hartley Rd in the east, to the western end of Jumping Creek Road at the intersection with Homestead Road. The main purpose of ESO4 is to protect Core and Buffer Conservation Areas that are located within the Low Density Residential Zone (LDRZ).

The ESO4 controls the removal of Victorian native vegetation, including dead eucalypts. It also controls exotic or Australian native tree removal over a certain height and trunk circumference. A permit is not required for the removal of specified environmental weeds. In some cases ESO4 controls buildings and works.

Attachment 9 - Planning Overlay - ESO1, ESO2, ESO3, ESO4 provides a map illustrating the locations and extent of where these overlays applying to the area.

Significant Landscape Overlay – Schedule 1 (SLO1)

The SLO1 applies to a very small section on the south side of the road reserve of Jumping Creek Road, within close proximity to the Upton Court intersection. The main purpose of the SLO1 is to protect areas of visual, landscape and environmental values that are located within the Low Density Residential Zone (LDRZ).

The SLO1 controls the removal of Victorian native vegetation including dead eucalypts (although some permit exemptions do apply). It also controls exotic or Australian native tree removal over a certain height and trunk circumference. A permit is not required for the removal of specified environmental weeds. In addition, the SLO1 controls some of the outcomes of buildings and works.

Attachment 10 - Planning Overlay - SL01 provides a map illustrating the location and extent of this overlay applying in the area.

Land Subject to Inundation Overlay (LSIO)

The LSIO applies to a very small section of the road reserve, either side of the Jumping Creek. **Attachment 11 – Planning Overlay – LSIO, WMO** provides a map illustrating the location and extent of this overlay applying in the area.

The most relevant purposes of the LSIO are to:

- *Ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity; and*
- *Protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance*

with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

The LSIO controls most buildings and works, as well as subdivision.

Proposed Manningham Planning Scheme Amendment –Improving Flood Management (C109)

The proposed Amendment C109 - Improving Flood Management in Manningham - implements revised flood modelling for the City of Manningham which has been recently undertaken by both Melbourne Water and Council.

Relevant to Jumping Creek Road specifically, the Amendment proposes to amongst other changes; alter the Manningham Planning Scheme to:

- *Amend the Municipal Strategic Statement (MSS) at Clause 21.12 Infrastructure and at Clause 21.16 Key References to include reference to:

 - i. *The 'Flood Management Plan for Manningham Council and Melbourne Water June 2011' which provides the strategic framework for establishing the appropriate Planning Scheme overlays to reflect the results of the flood mapping project and;*
 - ii. *The 'Development of the Special Building Overlay – Technical Report for Manningham City Council (Cardno) September 2015', which provides an overview of the methodology used in the flood mapping of the five local catchments.**
- *Replace the Special Building Overlay (SBO) and Land Subject to Inundation Overlay (LSIO) maps with updated maps to reflect the revised flood extent (land subject to inundation in a 1 in 100 year storm event).*

Amendment C109, when adopted will update the LSIO map in the vicinity of the Jumping Creek Road Bridge.

Wildfire Management Overlay (WMO)/Bushfire Management Overlay (BMO)

The WMO/BMO applies to a significant area of the road reserve, particularly between east of Hartley Road and Nelson Road. **Attachment 12 – Planning**

Overlay – LSIO, WMO provides a map illustrating the location and extent of this overlay applying in the area.

The most relevant purposes of the WMO are to:

- *Ensure that the development of land prioritises the protection of human life and strengthens community resilience to bushfire;*
- *Identify areas where the bushfire hazard warrants bushfire protection measures to be implemented; and*
- *Ensure development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.*

The WMO controls most buildings and works, as well as subdivision.

4.1.3 No Net Loss / Planning Controls

The Native Vegetation and Biodiversity Vegetation Framework (No Net Loss)

In December 2013, VC105 introduced 'The Permitted clearing of native vegetation – Biodiversity Assessment Guidelines (No Net Loss)' into the Victorian Planning Provisions to manage native vegetation for biodiversity. These 2013 Guidelines replaced Victoria's 'Native Vegetation – A Framework for Action (Net Gain), (2002)'.

Clause 12 of the State Planning Policy Framework (SPPF) states that planning must consider these guidelines to ensure that decision-making takes into account the impacts of land use and development on Victoria's biodiversity.

The purpose of Clause 12.01 of the SPPF is to:

- *Ensure that biodiversity is considered in strategic planning processes and that potential impact on biodiversity from uses and developments are identified and appropriately managed; and*
- *Outline the approach for assessing applications for permits to remove native vegetation.*

The Guidelines set out the rules and tools for how Responsible or Referral Authorities should consider biodiversity when assessing an application for a permit to remove native vegetation.

The objective for permitted clearing of native vegetation in Victoria is: **'No net loss'** in the contribution made by native vegetation to Victoria's biodiversity". The key strategies for ensuring this objective is achieved at the permit level include:

- Avoiding the removal of native vegetation that makes a significant contribution to Victoria's biodiversity;
- Minimising impacts on Victoria's biodiversity from the removal of native vegetation; and
- Where native vegetation is permitted for removal, ensuring it is offset 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.

The Guidelines only address the biodiversity objective for managing native vegetation - they do not achieve non-biodiversity objectives for native vegetation management (i.e. land management, erosion, salinity, amenity or landscape objectives).

Permit for Removal of Native Vegetation

Under Clause 52.17 (Native Vegetation) a permit is required to remove native vegetation within a roadside or on a property of more than 4,000 sqm.

A permit is not required to remove native vegetation if considered exempt in accordance with Clause 52.17-7. For example, a permit is not required to remove native vegetation on a property of less than 4,000 sqm (0.4 hectare), or to maintain the safe and efficient function of a road in order *'To maintain the safe and efficient function of an existing road managed by a public authority or municipal council in accordance with the written agreement of the Secretary of the Department of Environment and Primary Industries (as constituted under Part 2 of the Conservation, Forest and Lands Act 1987)'*.

Works to Jumping Creek Road cannot commence until thorough updated environmental assessments have been undertaken to inform all necessary planning and environmental (legislative) approvals (i.e. planning permit) prior to works commencing. Measures to limit vegetation losses, vegetation offset requirements for lost vegetation and measures to mitigate impacts to local fauna will all be addressed through this process.

Any application sought by Council for either 'roadworks' or 'vegetation removal' will be required to be publically advertised under the requirements of the Manningham Planning Scheme to provide opportunity for 'Third Party Appeal Rights'.

4.1.4 Vic Roads / AustRoads Road Standards and Guidelines

National road design guidelines relevant for the reconstruction of Jumping Creek Road include:

- AUSTRROADS Urban Road Design: A Guide to the Geometric Design of Major Urban Roads;
- AUSTRROADS Guide to Traffic Engineering Practice –
 - Part 5 Intersections at Grade.
 - Part 13 Pedestrians.
 - Part 14 Bicycles.

Additional road authority guidelines applicable in Victoria include:

- VicRoads Road Design Guidelines –
 - Part 2 Horizontal and Vertical Geometry
 - Part 3 Cross Section Elements.
- Australian Rainfall and Runoff (ARR)

4.2 Local Policies and Strategies

4.2.1 Manningham Council Plan

Consideration to upgrade Jumping Creek Road and the associated preparation of the Development Framework are consistent with Manningham Council's 2013-2017 Council Plan vision *"To be a city that values people, heritage and resources. A city with a strong economy and diverse social and natural environment that will enrich our vibrant community."*

Relevant to the Jumping Creek Road upgrade is: Theme 2: Enjoy and Protect Our Natural Spaces, which states *"Our unique balance of City and Country is one of our defining traits. "We value Manningham's natural environment and endeavour to maintain and protect it as a valuable community resource"*. With the following relevant Goals of ensuring that:

- *Our unique balance of City and Country is safeguarded into the future;*
and
- *Our open spaces, bushlands, creeks and rivers are valued and preserved.*

4.2.2 Link Road Improvement Strategy (2014)

This Strategy aims to guide priorities for the future development of the remaining partially constructed link roads across the City of Manningham. The ultimate objective of the *Link Road Improvement Strategy 2014* is the development of a link road network that is safe, accessible and functional for all road users whilst reducing road trauma and impacts on the environment.

The purpose of Link Roads are to provide the main avenue of traffic movements within the municipality to the wider road network including the Local Collector and Local Access Roads and State Arterial and National Highway road network. The characteristics and purpose of a Link Road are:

Jumping Creek Road Development Framework 2016

- A road that links towns, places of significance and industries;
- A road with a high percentage of through traffic;
- Include access to abutting residential, industrial and commercial properties; and
- Cater for higher traffic volumes, traffic speeds and heavy vehicles than local roads.

Project priorities for previous Manningham Arterial Road Improvement Strategies have generally been based on the economic and safety benefits arising from road projects with less emphasis on the people throughput of a road. This strategy has taken a more 'people-oriented' approach and has focused on the benefits to all road users and improved people throughput as a result of a road upgrade.

Following the application of the above criteria to all potential Council Link Road improvement projects, the *'Link Road Improvement Strategy 2014'* has determined a priority list of roads and improvement projects.

In establishing the improvement priorities the Link Road Strategy recognises that the reconstruction of Jumping Creek Road will be undertaken as a part of the *Jumping Creek Road Development Framework*. This independent strategy is required due to the complexity of the project and the environmental sensitivity of the area, both in terms of fauna and flora values.

The reconstruction of Jumping Creek Road will occur as a staged construction over several years, and has been included in Councils' 10 year indicative Capital Works Program commencing in 2017/2018. Given that the project has a separate budget allocation, the funding prioritisation of this project against other proposed link road projects was not considered to be necessary as part of the *Link Road Improvement Strategy 2014*.

4.2.3 Manningham Integrated Transport Strategy 2009 (Making Manningham Mobile)

The aim of the *Manningham Integrated Transport Strategy (MITS)* is to provide a sustainable, safe, equitable, efficient transport system for the City of Manningham residents and businesses. The strategy is intended to complement, rather than replace, approved Council strategies relating to arterial roads, public transport, road safety, bicycles and land use/development. It is also intended to mesh with integrated transport strategies from other Councils in the region, and with the State Department of Transport, Planning and Local Infrastructure (DTPLI) strategies for Melbourne as a whole.

A key aspect of MITS is to identify actions to improve the quality and accessibility of public transport, walking and cycling facilities and services, and to encourage their use by both local and non local residents, workers and visitors. This remains the main theme of MITS and is incorporated into the document *Making Manningham Mobile (MMM)*. A key objective identified in MITS is to foster a safe place to live for people of all ages and ability with an opportunity for 'improvements to road safety' (fixing accident black spots).

The *Manningham Integrated Transport Strategy* is due to be reviewed and updated in coming years.

4.2.4 Road Safety Strategy (2010 – Supplemented 2014)

The *Road Safety Strategy 2010* was supplemented in 2014 with updated statistics and data and an update of the actions to be implemented. The objective of this Strategy is to achieve a safe road environment in Manningham and to improve awareness of individual responsibility for road safety among road users.



Manningham City Council recognises that even a single life lost or one person seriously injured is one too many.

Adopting 'Vision Zero', the Strategy acknowledges that road crashes will continue to happen, and the best course of action is to minimise the effect and decrease the number of fatalities and serious injuries to zero over the long term.

Flowing from 'Vision Zero', the Strategy encompasses the 'Safe System' approach, adopted by both the Federal and State governments, aiming to build a road system that offers maximum protection to all users by providing safer road infrastructure, increasing the proportion of safe vehicles on our roads, and improving the safe behaviour of road users by targeting areas such as speeding, drink and drug driving, fatigued driving and driver distraction. The *Road Safety Strategy* also indicates that a high number of casualty crashes within Manningham occur on the Arterial and Council Link (Arterial) Road network where higher traffic volumes occur.

Council has an obligation to its community, residents and all road users to provide a safe road environment through appropriate road design. Infrastructure improvements to Jumping Creek Road will be consistent with the Road Safety Strategy's safe system approach.

4.2.5 Manningham Bicycle Strategy (2013)

The *Manningham Bicycle Strategy 2013* sets out the vision, takes into account the State and Federal Government strategic context and makes recommendations regarding the scope of actions required to encourage greater uptake of cycling as a viable and safe mode of transport within Manningham. This Strategy will guide Council in local implementation, such as the development of bike paths, end of trip facilities (bike parking, seats), advocacy initiatives, and marketing and promotional activities.

A bicycle network has been developed illustrating the proposed on-road and off-road shared path routes to be implemented over the life of the Strategy. The Strategy is supported by a separate and complimentary 'Action Plan' document which details the various actions to be implemented on an annual basis.

The *Manningham Bicycle Strategy 2013* identifies the majority of Jumping Creek Road as part of the Ultimate Bicycle Network with an off-road shared path to be provided along this corridor. It also provides future opportunity for cross-municipal connections to the bicycle network in the Shire of Yarra Ranges.

Where proposed bicycle routes coincide with the Principal Pedestrian Network (PPN) routes, the works will be coordinated and be jointly funded from both program budgets.

4.2.6 Principal Pedestrian Network (PPN)

The *Principal Pedestrian Network Plan* recognises the need to encourage increased levels of pedestrian activity to realise the associated transport, safety, environmental and health and wellbeing benefits of walking.

Development of the PPN assists in addressing the perceived risk associated with walking, through increased natural surveillance, as a result of increasing the numbers of pedestrians.

Council funding of the PPN is proposed, as the routes to be included in the network are to form key strategic pedestrian routes which will attract higher volumes of pedestrian traffic, accessing primary destinations across the municipality.

A section of footpath may be identified as being part of the PPN, as well as being identified in another Council strategy or management plans, (e.g. the *Bicycle Strategy*). PPN funds are to be reserved for the upgrade / construction of footpaths where there is no alternative funding source. PPN path routes identified in a management plan or other strategy where there are associated capital funds are to be funded from these sources, rather than from PPN funds.

The Plan identifies Jumping Creek Road as a proposed PPN route with construction of the shared path to be funded as part of the overall upgrade of Jumping Creek Road.

4.2.7 Public Open Space Strategy (2004)

This Strategy provides a guide for the strategic planning, development, use and management of the open space network within the City of Manningham.

The vision for the next 20 years is for an open space network which provides a range of active and passive recreation opportunities in accordance with community needs, which is readily accessible, conserves and enhances the natural and cultural resources of the municipality, contributes to the local economy and offers an amenable environment in which to live, work and visit for current and future generations.

To achieve the above vision, the Strategy identifies and explores 11 objectives. These objectives cover the issues of:

- Meeting existing and future recreation needs;
- Providing quality and accessible open space;
- Identifying and filling gaps in the open space network;
- Marketing and programming opportunities for open space;
- Facilitating and improving communication between open space stakeholders;

- Implementing a system for the development of open space;
- Protecting, enhancing and increasing biodiversity values of open space;
- Implementing responsible and responsive financial management for development and management of open space;
- Providing high quality management and maintenance of open space;
- Ongoing monitoring of open space use and stakeholder satisfaction; and
- Establishing and measuring of key performance indicators for implementation of the *Open Space Strategy*.

The Strategy states that it encompasses road reserves which provide a linear link between areas of open space in terms of wildlife corridor/remnant vegetation and/or pedestrian/cycling in its definition of open space, however there is no mention of any specific road reserves within the Strategy.

4.2.8 Manningham Green Wedge Strategy 2004 / Green Wedge Action Plan 2020

In October 2002 the State government introduced "Melbourne 2030" which highlighted the importance of preserving Melbourne's remaining Green Wedges including the Manningham Green Wedge area. This required each Green Wedge municipality to develop their own Green Wedge Management Plan. The *Green Wedge Strategy 2004* has since been reviewed and updated with the new *Green Wedge Action Plan 2020*, approved by Council in February 2011.

The Key Objectives of the *Green Wedge Action Plan 2020* are to:

- Promote and support Environmental Care and Stewardship;
- Facilitate Living and Working Sustainably;
- Ensure Sustainable Built form and Infrastructure; and
- Provide supportive Planning Policy and Governance.

The "Sustainable Built Form and Infrastructure" objective states that there is *"opportunity to provide practical demonstration of sustainable places within the Manningham Green Wedge, developed and managed according to ecologically sustainable design principles."*

The Planning Policy and Governance Objective states that *"Looking after the Green Wedge is a whole-of-Council responsibility. The task of day-to-day operations requires good systems, tools, measurement, skills and culture to ensure that Council's responsibilities for the Green Wedge are achieved. Sound planning policy requires the people, the skills and the tools to deliver strong performance and provide open and transparent reporting. There is an ongoing task to refine planning and operational processes within Council to ensure that all services are delivered to the highest standards for environmental, economic and social sustainability."*

In relation to roads specifically, action items include;

- *Review Roadside Management Strategy (2004) and Handbook (2005) and develop processes for roadside vegetation protection where road, equestrian, cyclist and pedestrian pathway works are required, including the Jumping Creek Road project.*
- *Consideration of stormwater harvesting opportunities for Council parks, reserves, roadsides, carparks, private business and agricultural operations.*
- *Continue to implement and improve low impact development practices that area already beneficial to improving water quality outcomes (eg. Swale drains, low impact road design).*
- *Continue to advocate for and ensure new and refurbishment developments demonstrate best practice ESD outcomes through the establishment of ecologically sustainable community infrastructure as ESD demonstration sites or "hubs" in the Green Wedge and*

implementation and expansion of council's lightweight pavement program.

- *Finalise and distribute user-friendly "Development Guide for Areas of Environmental and Landscape significance" to ensure support for Planning Scheme controls.*
- *Ensure the Storm Water Management Plan review incorporates the development of Council processes, specifications and policies to guarantee water sensitive urban design and biodiversity protection measures are assured for all future road construction, building development and capital works projects.*
- *Build Council staff capacity to deliver environmentally appropriate infrastructure including: buildings; facilities; and, water sensitive urban designed roads, car parks and drains.*
- *Ensure Council contracts include best practice environmental management specifications and that contractors are appropriately trained and supervised to minimise impact on natural environmental values during operations.*

A relevant key target from the GWAP 2020 states a 100% target rate "of design and implementation of new road construction to include stormwater treatment capable of achieving best practice water quality".

4.2.9 Roadside Environmental Management Strategy (2004)

The objective of this Strategy is to protect and conserve native vegetation and sustain the natural environment on roadsides by ensuring appropriate management practices are implemented, whilst maintaining the safe function of the road and protecting community infrastructure.

The Strategy outlines a number of procedures, measures and guidelines that need to be considered during the concept, planning, design and construction

phases of road projects and during road maintenance to minimise environmental impacts.

The Strategy needs to be considered in conjunction with the Manningham Planning Scheme and government policy with regard to planning and removal of any native vegetation within the roadside as a result of any road projects.

The Strategy applies to any Manningham roadsides with significant indigenous vegetation and provides specific guidelines for a range of issues related to the environmental management of roads and road works, many of which are directly relevant to any proposed works on Jumping Creek Road.

The value of the roadside vegetation along Jumping Creek Road is detailed in **Attachment 12 – Map Jumping Creek Road – Roadside Vegetation Significance**.

4.2.10 Horse Riding Strategy (2002)

This Strategy has been developed to identify opportunities to provide horse riding routes and facilities throughout the municipality and identifies a number of preferred routes, land management requirements and considerations for equestrian recreation.

The Strategy identifies the Jumping Creek Road corridor as a preferred 'informal roadside' route. Given the age of the Strategy, it is considered appropriate that consultation be undertaken to confirm current equestrian requirements as they pertain to Jumping Creek Road, to further determine if, how and where to provided for equestrian facilities along this corridor.

4.3 Other Proposals

4.3.1 Proposed Northern Arterial Route

The "Northern Route" is identified as an 11 kilometre extension of Reynolds Road in Donvale to Maroondah Highway at Chirnside Park.

The route, originally developed from the 1976 Eastern Corridor Study, and confirmed in subsequent studies as having strategic benefit, is considered by VicRoads as a 'long-term possible future road'.

VicRoads has assessed long term road capacity improvements and future travel demand in this road corridor. Accordingly, VicRoads are proposing to strategically protect the option of providing this road alignment, subject to further investigations to improve linkages between the eastern end of Reynolds Road and Maroondah Highway. As Falconer Road and Stintons Road are Council roads, they have been prioritised as a part of the *Link Road Improvement Strategy 2014*. However, before this project proceeds, the subject sections of Stintons Road and Falconer Road will need to be gazetted for both to become arterial roads.

Irrespective of the upgrade of the Northern Arterial, there remains a need to upgrade Jumping Creek Road, as an option in itself.

5 Identification of Issues

5.1 Road Hierarchy – Road Management Act 2004

Within Victoria the three major classifications for roads are:

- National Highway
- State Arterial Roads (includes Freeways, State Highways and Main Roads)
- Local Roads including local link roads

Under the *Road Management Act 2004*, an Arterial Road is a road declared by VicRoads under Section 14 of the Act.

The *Manningham Road Management Plan* classifies Municipal roads based on their function within the road network.

The Local Road Classification establishes a clear distinction between each type of road and has been based on a separate three-tier functional classification system, for the Urban and Rural road networks:

- 'Link roads' (previously Council Arterial Road) provide the main avenue of traffic movements within the municipality to the wider road network;
- 'Collector roads' distribute traffic between and through residential, industrial and commercial areas to the Arterial and Council Link road network; and
- 'Access roads' provide predominately direct access for abutting properties.

Jumping Creek Road is classified as a Council Link (arterial) road with a regulatory speed limit of 60 km/h.

Given that Jumping Creek Road is classified as a Council Link (Arterial) Road, its function should perform to carry high volumes of traffic.

5.2 Road Safety Considerations

A road safety audit was undertaken in September 2006 to identify safety concerns along Jumping Creek Road. Minor safety improvements, identified in the audit, were undertaken as short term safety improvement measures along Jumping Creek Road, whilst progressing with a strategy for the long term solution to Jumping Creek Road.

The minor works to Jumping Creek Road in Wonga Park were based on the findings of the Road Safety Audit (2006). Works were undertaken to improve the safety for motorists driving along Jumping Creek Road and included:

- Installation of Raised Reflective Pavement Markers (RRPM) to provide a constant arrangement along the length of Jumping Creek Road;
- Replacement of substandard Curve Alignment Markers (CAMs) for improved delineation on the approach to the curves;
- Installation of new CAMs on curves identified in the road safety audit that had insufficient delineation;
- Removal of redundant line marking;
- Asphaltting of table drains where existing unsealed table drains were excessively deep and presented a safety hazard; and
- A safety hazard caused by a steep drop-off of over 2 metres on the inside of the bend, opposite Hooper Road, was addressed by the installation of a guard rail to reduce the likelihood of vehicles running off the edge.

The Audit also identified a number of major safety issues, including:

Trees

Many mature trees are growing very close to the roadway limiting the width of road shoulders and reducing the opportunity for vehicles to pull off the road

safely in an emergency; increasing the risk of an impact with a tree if a vehicle strays from the sealed road surface.

Road Cross-section

Another significant issue is the existing width of formation of Jumping Creek Road. Not only is the carriageway width (width of traffic lanes) well below desirable standards, the lack of shoulders and minimal clearances to hazards adjacent to the road pavement present considerable safety concerns.

Works in recent years to reduce the depth of the table drains directly abutting the road pavement (ie. no road shoulder present) has reduced the hazard level to some degree.

Horizontal and Vertical Geometry (Dips and Crests)

Arguably the most significant issue with regard to road safety is the substandard horizontal and vertical alignment of the road, with design speeds a minimum of 10kph below the posted speed limit in some areas.

This has an impact on sight distance for through traffic, property access and at intersections. Significant works would be required to achieve appropriate design standards for horizontal and vertical alignment along the full length of the road.

5.3 Projected Population and Traffic Growth

Preliminary future traffic predictions indicate that within 20 years, the traffic volume along Jumping Creek Road will increase on average by approximately 3 to 4 per cent per annum. As a result, the traffic volume along Jumping Creek Road may increase from an overall average of 8,100 (2013) vehicles per day to approximately 15,000 vehicles per day within 20 years. Random traffic counts undertaken along Jumping Creek Road between 2007 and 2014

have confirmed a more moderate traffic volume growth than originally projected for that period.

Given the sparse road network within the Green Wedge and semi-rural area of Melbourne, Jumping Creek Road serves as an important transport link to the growing north-eastern suburbs of Chirnside Park, Lilydale and Mooroolbark.

Given the limited alternative transport/road options in this region, it is considered that the current condition of Jumping Creek Road will be unable to accommodate the above increase in traffic volumes without upgrading the road to address the deteriorating nature of the roadway and roadsides.

5.4 Streetscape Character

The semi-rural nature of the streetscape of Jumping Creek Road as it winds through an environment of large trees and other native vegetation is viewed as an intrinsic value by local residents, the wider community and other road users.

Due consideration will need to be given (during the planning and design phase) to balance the competing priorities of the road function, and ensure that the proposed upgrade respects and compliments the existing character of the area, with particular regard to the characteristic aesthetics of the 'Green Wedge'.

When designing the road and associated infrastructure, consideration should be given to the design objectives of the *Green Wedge Action Plan 2020*, to ensure that design elements compliment and are sympathetic to the Green Wedge environment.

5.5 Vegetation and Wildlife Considerations

Identified as containing important native vegetation remnants and native fauna, any proposed works on Jumping Creek Road will be required to satisfy the various regulatory controls governing disturbances to the flora and fauna.

An extensive assessment of flora and fauna was undertaken in 2008, with a subsequent review undertaken in 2015. Both assessment documents are contained within the Framework, and were undertaken to inform the selection of the most appropriate solution to upgrade the corridor. However, current detailed assessments will be required to inform the detailed design of each of the six stages of the project. Suitably qualified consultants will be engaged to undertake this process and subsequent assessment and reports will be prepared, to inform the detailed design and planning approval processes.

5.5.1 Recent Environmental Studies

To review and update the information of previous studies and to assess the vegetation according to the former *'Victoria's Native Vegetation - A Framework for Action'*, Manningham City Council commissioned a *'Flora and Fauna Survey and Assessment'* of the road reserve as a component of this Development Framework. The aim was also to provide a basis for detailed road redesign options and any subsequent planning permit application.

Ecology Partners Pty. Ltd. were commissioned in 2008 to undertake a detailed flora and fauna survey and Net Gain assessment of the indigenous flora and fauna and associated environmental values of the road reserve, as well as any adjacent habitats which could be impacted upon by any future road upgrade and associated works.

In September 2013 the State government replaced *'Victoria's Native Vegetation – A Framework for Action' (Nett Gain)* with *'Permitted clearing of native vegetation – Biodiversity assessment guidelines' (No Nett Loss)*. This

new legislation is now incorporated into the Victoria Planning Provisions and all planning Schemes in Victoria. As a consequence, in 2015 Ecology Partners prepared a supplement to the original report to address the impact of the new legislation of 'No Nett Loss'.

The following environmental assessments were undertaken between 2008 and 2015, to help guide the concept planning process and to determine an appropriate solution to upgrade Jumping Creek Road:

- **Attachment 13 – Supplementary Report “*Considerations Under the Biodiversity Assessment Guidelines for Jumping Creek Road Upgrade, Warrandyte Victoria*” (Ecology and Heritage Partners P/L, March 2015);**
- **Attachment 14 – ‘*Flora and Fauna Assessment: and Net Gain Analysis of Jumping Creek Road Reserve, Wonga Park, Victoria*’, (Ecology Partners P/L (Aboltins A., Hynes L. & Froud D), January 2008);**
- **Attachment 15 – ‘*Net Gain Analysis of the concept design for the proposed Jumping Creek Road Upgrade, Warrandyte-Wonga Park*’, (Ecology Partners P/L, 2010).**
- **Attachment 16 – ‘*Spring Survey of Jumping Creek Road Reserve, Warrandyte Victoria*’, (Ecology Partners P/L, April 2009).**

Prior to the commencement of detailed design and planning of each stage of the upgrade, additional environmental, ecological and planning assessments will need to be undertaken to identify and investigate any likely impacts to flora and fauna. These assessments will also be required as part of obtaining any necessary environmental and planning approvals.

The study area was assessed during the period 15 November 2006 to 22 February 2007 with a subsequent flora assessment undertaken in the spring of 2009. The 'study area' included the entire length of the Jumping Creek Road reservation, including adjacent areas contained with adjoining private properties and intersecting local streets.

The following represents a summarised version of the findings from the final report (Attachment 14), produced in January 2008:

FLORA

- A total of 284 taxa of plants (116 indigenous, 168 exotic) were recorded within the study area.
- Of the indigenous flora species recorded, 46 are considered regionally significant within the bioregion. All other indigenous species are considered to be of local significance.
- One state significant flora species [Glaucous Flax-lily *Dianella* sp. aff *longifolia* (Benambra) (*D. perfragrans* m.s.)] was recorded within the study area. It is possible that additional state significant species may occur in the study area in areas of remnant understorey. There is a low to moderate potential for nationally significant flora species to occur within the study area.
- The study area is within the Highland Southern Falls bioregion. Four Ecological Vegetation Classes (EVCs) were identified and are listed below with their conservation status for this bioregion:

Jumping Creek Road Development Framework 2016



EVC Name (No.)	Bioregional Conservation Status
Valley Grassy Forest (47)	Vulnerable
Creekline Herb-rich Woodland (164)	Vulnerable ²
Riparian Forest (18)	Least concern
Grassy Dry Forest (22)	Least concern

- Numerous serious environmental and noxious weeds are present along the road reserve, many of which have potential to completely displace remnant native vegetation within the two relevant major EVCs (Grassy Dry Forest and Valley Grassy Forest).
- Eleven of the weed species recorded in the study area are declared noxious under the *Catchment and Land Protection (CaLP) Act*, two of which, Bridal Creeper and Gorse, are Weeds of National Significance (WONS).
- There is an estimated 2.22 habitat hectares of vegetation contained within the study area, ranging from low conservation significance Grassy Dry Forest to very high conservation significance Valley Grassy Forest. Additionally within these patches are a total of 7 very large old trees and 63 large old trees.

FAUNA

- Sixty-four terrestrial fauna species were detected within or immediately adjacent to the study area, comprising 13 mammals (eleven native, two introduced), 47 birds (42 native, five introduced), two reptiles and two frogs. Most of these species are common throughout the local area.

² Subsequent to the Ecology Partners report, an 11/4/08 amendment to the Port Phillip and Westport Catchment Management Authority (PPWCMA) *Native Vegetation Plan* altered the conservation status of some EVCs. The amendment decreased the conservation status of Creekline Herb-rich Woodland in the Highland Southern Falls bioregion from 'Endangered' to 'Vulnerable'. The PPWCMA *Native Vegetation Plan* is a reference document in the Manningham Planning Scheme and provides standards and information for planning permit applications in relation to the achievement of Net Gain. However as no 'patches' of indigenous vegetation were defined for this EVC in the study area, the overall net gain assessment part of the report is not considered to be affected by this change in conservation status. The conservation status of the three other EVCs in the study area were unaffected by the amendment. In addition achievement of 'Net Gain' was replaced with 'No Net Loss' in 2013.

- An additional number of bat species (up to seven species) may also have been recorded using the Anabat recording unit; however the species' calls could not be definitively identified.
- No national or state significant fauna species were recorded within the study area. However, three fauna species of state significance were recorded in adjacent vegetation: Powerful Owl, Common Bent-wing Bat and Koala. Powerful Owl and Common Bent-wing Bat are listed under the *Flora and Fauna Guarantee Act 1988*. No other national or state significant fauna or taxa listed under the *Flora and Fauna Guarantee Act 1988* were recorded during the survey; however one additional significant species (Brush-tailed Phascogale) is a known resident in the immediate area, and given the presence of large areas of native vegetation adjacent to the study area there is potential that additional significant fauna species may occur within the study area.
- Six nationally significant fauna species have previously been recorded from the local area and an additional eight species or habitat for these species, are identified as potentially occurring within a 10 kilometre radius of the study area. However the study area is unlikely to support an ecologically significant proportion of any population of a nationally listed species.
- Twenty-one state significant fauna species have been recorded previously for the area. The likelihood of them occurring in the study area is provided in the full report. Two regionally significant fauna species, the Azure Kingfisher and the Spotted Quail-thrush may occasionally visit the study area.
- Four broad habitat types were defined for the study area and are briefly described as follows.
 1. *Remnant Forest/Woodland (all EVCs)*
The remnant forest and woodland in the study area ranges from low/moderate to high value for fauna.

Some areas support key habitat components for a range of fauna such as the presence of hollow-bearing trees, an intact understorey, and the presence of ground debris (logs, rocks, vegetation). Additionally, remnant roadside habitat in the study area connects to larger areas (i.e. >20 hectares) of habitat to the north and south of the study area, and facilitates fauna movement (e.g. Brush-tailed Phascogale and Sugar Glider) throughout the landscape.

The location of likely wildlife corridors within the study area are identified in the full report. This area of forest/woodland is of moderate to high value for fauna. Considered to be of particularly high value for fauna is the roadside vegetation on the north and south of the road at Jumping Creek Reserve/Gravel Reserve. The remainder of remnant forest and woodland between Hartley Road and Homestead Road is considered to be of low to moderate quality. This vegetation lacks important habitat features such as ground debris and an intact understorey, it has undergone high levels of disturbance, and it is unlikely to form part of an important wildlife corridor, however this area does contain hollow-bearing trees, provides habitat for a range of common fauna species, and provides potential foraging habitat for significant fauna such as Powerful Owl.

Remnant woodland habitat provides a valuable resource for a range of fauna. Trees and shrubs provide foraging sites for folivorous, nectarivorous and insectivorous fauna species (e.g. Sugar Glider, Brushtail Possum, Honeyeaters, Wattlebirds) and nesting habitat for many forest birds. Dead stag trees and eucalypts with hollows or fissures provide important roosting and nesting sites for hollow-dependant species such as Powerful Owl, Brush-tailed Phascogale, Laughing Kookaburra and Woodland Bats. Large eucalypts also provide roosting, perching and breeding sites for avian raptors, potentially for species such as Black-shouldered Kite and the state

significant Grey Goshawk. Eastern Grey Kangaroos also use this area for daytime concealment and foraging. Reptiles (e.g. Delicate Skink, Garden Skink) were recorded in undergrowth during the survey. A number of additional reptiles and amphibians are likely to use leaf litter and coarse woody debris in the forest and woodland habitat for protection.

2. Jumping Creek

Jumping Creek is considered to be of moderate to high habitat value for fauna.

Under normal weather conditions, Jumping Creek is likely to hold water throughout the year and provide habitat for several terrestrial and aquatic fauna species including common native frogs. Frog species were recorded from Jumping Creek during the present assessment, and the study area could also potentially provide habitat for the state significant Southern Toadlet. Ground dwelling mammals such as Common Wombat also use riparian vegetation at Jumping Creek for foraging, dispersal and cover.

3. Drainage Lines/Depressions

Drainage lines and depressions occur throughout the study area. They all have some evidence of disturbance but support varying levels of ground debris such as logs, sticks and leaves. They range from low to moderate value for fauna. Drainage lines are likely to hold water periodically throughout the year and provide habitat for several terrestrial and aquatic fauna including common native frogs and potentially the state significant Southern Toadlet. Ground dwelling mammals such as Swamp Rat or Bush Rat could potentially use these areas for foraging, dispersal and cover.

4. Exotic Grassland/Weeds

Introduced grassland (lawn) occurs throughout sections of the study area where remnant native vegetation has been removed, and/or

where the soil has previously been disturbed. The introduced grass has been mown in many locations, and this habitat type is considered to be of low habitat value for fauna.

- In total 41 fauna species totally dependent upon tree hollows for their survival and 15 species which are likely to use hollows occasionally (i.e. partially dependent) were either recorded during the survey or have previously been recorded from the local area. Three additional hollow-dependant bat species may also occur in the study area. These species are likely to use both living and dead trees with hollows and fissures for nesting and foraging activities, and as protection from predators and weather.
- The majority of native vegetation within the Jumping Creek Road roadside verge to the east of Hartley Road is likely to contribute to a wildlife corridor. On the southern side of the road there is a linear stretch of remnant vegetation, running almost continuously from approximately 70 metres to the east of Ringwood-Warrandyte Road, through to approximately 150 metres to the east of Hartley Road. On the northern side of Jumping Creek Road a shorter stretch of remnant vegetation would also contribute to this wildlife corridor, running from approximately 150 metres to the south of Nelson Drive to approximately 180 metres to the east of the entrance to Jumping Creek Reserve.

The roadside vegetation within these sections of road is likely to provide an important habitat linkage for wildlife. Large areas of native vegetation are located within close proximity to Jumping Creek Road, the major remnants occurring on public and private land at Jumping Creek Reserve, Gravel Reserve, The Common, Stane Brae Court Bushland, and along Hooper Street. The roadside vegetation along Jumping Creek Road provides a direct linkage between these adjacent

areas of ecological significance, as well as also linking up additional wildlife corridors along Hooper Road and on adjacent private land. This roadside vegetation also provides a north-south linkage across Jumping Creek Road, which bisects a large, continuous patch of native vegetation in Warrandyte State Park and on adjacent private land.

The removal of remnant vegetation within this wildlife corridor area would be likely to inhibit the movement of arboreal fauna species between these large patches of remnant vegetation.

5.5.2 Summary of Environmental Issues & Recommendations

5.5.2.1 Environmental Issues - Flora and Fauna

The Ecology Partners original *Flora and Fauna Assessment and Net Gain Analysis* (2008) produced for this Development Framework, identified that the main impacts to flora and fauna will arise from the removal or disturbance of remnant vegetation during construction works. The main issues are vegetation and habitat removal, isolation and fragmentation of habitat, loss of hollow bearing trees, and impacts on significant fauna, plant species and communities.

The potential direct impacts are summarised as:

- Loss of an area of least State-conservation-significance for flora and fauna;
- Loss of poor to good quality vegetation remnants from a vulnerable EVC from the Highlands – Southern Fall Bioregion;
- Loss of up to 2.22 habitat hectares of remnant vegetation from the Highlands Southern Falls Bioregion;
- Removal and/or disturbance to areas supporting one native flora species of State-conservation-significance;

- Removal and/or disturbance to areas supporting several native flora species of regional conservation significance;
- Loss of habitat for fauna species of state and regional significance including Powerful Owl, Brush-tailed Phascogale, Common Bent-wing Bat, Koala, and other woodland or forest dependent species;
- Increased fragmentation of remnant native vegetation;
- Fragmentation of fauna habitat and loss of habitat linkages across the landscape;
- Increased distance required for arboreal mammals such as Brush-tailed Phascogale, Sugar Glider and Ring-tailed Possum to cross Jumping Creek Road;
- Increased barrier to dispersal for ground dwelling fauna such as Eastern Grey Kangaroo, native rats and other fauna; and
- Decrease in population sizes of local flora and fauna species.

The study also identified the following 'indirect' impacts:

- Potential for further spread of weeds and soil pathogens from on-site activities and subsequent degradation of remaining native vegetation. In particular, invasive woody weeds such as *Pittosporum undulatum*, *Erica lusitanica*, *Genista linifolia*, *Genista monspessulana*, *Pinus radiata*, *Crataegus monogyna*, *Ulex europaeus* and *Rosa rubiginosa*;
- Disturbance to wildlife from increased human activity, and increase noise during construction;
- Increased mortality to fauna during construction and road works through roadkill (i.e. increase traffic); and
- Indirect impacts to adjoining native vegetation/habitat, and potential offsite affects such as sedimentation and pollution to ephemeral drainage lines.

5.5.2.2 Environmental Recommendations - Flora and Fauna

- i. Avoiding and Minimising Vegetation Removal and Impacts
 - a. Any proposed road upgrade should avoid as much of the remnant native vegetation as possible, particularly higher quality areas such as areas of Very High and High conservation significance, Valley Grassy Forest, and particularly, vegetation in the vicinity of Jumping Creek Reserve.
 - b. A number of inherent difficulties with the habitat hectare methodology³ means that the ground-layer condition maps (codes 1-5 in the Ecology Partners study and mapping), along with the extent of canopy cover and distribution of medium to larger sized trees should be used as the main basis for planning for road alignments and to avoid and minimise impacts (rather than the net gain polygon mapping).
 - c. A 'No Nett Loss' Offset Management Plan must be developed to identify suitable offset sites, to guide management options and to ensure that No Nett Loss outcomes are ongoing and of a secure nature. Prior to management, an audit of the proposed offset sites is required to ensure that the No Nett Loss outcomes are achieved.
 - d. Road works should be concentrated in existing areas that have already been cleared rather than in areas of native vegetation where possible.
 - e. Construction activities, including construction traffic, mechanical injury or alteration to soil surface conditions should be prevented from accidentally damaging the root systems of

- trees. This may be achieved by 'Tree Protection Fencing (TPF)' that is clearly sign-posted as 'no go zones', and access by machinery or construction personnel should be prevented except for maintenance and protection of the vegetation.
- f. The proposed road upgrade should avoid areas currently supporting significant flora species, which are generally confined within higher quality native vegetation remnants.
 - g. Construction activities should use minimal impact techniques to reduce potential impacts on vegetation and significant flora.
 - h. Where any clearing of native vegetation is required, the area cleared or otherwise disturbed during construction should be kept to a minimum. Any clearing that is required should be done carefully to prevent mechanical damage to retained vegetation through falling trees and branches, or other damage such as fuel spills.
 - i. No tree branches, soil or other debris should be pushed into retained vegetation.
 - j. Construction earthworks, machinery traffic and other disturbance should be restricted to within the final road footprint wherever possible. Material stockpiles, construction buildings and other infrastructure should be placed within cleared land, not within areas of native vegetation, and away from Jumping Creek and main drainage lines.
 - k. All contractors should be informed of areas of ecological value and penalties should be imposed if vegetation is removed or disturbed without permission, or outside the area of works. This

³ Refer to pages 62-64 of *Flora and Fauna Assessment, and Net Gain Analysis of Jumping Creek Road Reserve, Wonga Park, Victoria*, Aboltins, A., Hynes, L., & Frood, D., Ecology Partners, 2008; for a detailed discussion of these issues.

is particularly relevant to higher quality remnants located within the study area.

ii. Significant Plant Species

- a. Given the potential for significant flora species to occur within the study area, it is considered essential to undertake a targeted flora survey during a more optimal time of the year (i.e. mid to late spring), in areas containing remnant understorey vegetation.
- b. As a last resort, native plant species, particularly species of national, state and regional conservation significance, should be salvaged from the study area prior to any disturbance.
- c. Subject to the necessary approvals, salvage and propagation of significant species for replanting in areas of suitable protected habitat is recommended, unless protection of the species during and after construction can be ensured. Even if measures can be taken to protect significant plant species in situ during construction, collection of propagation material for production of additional plants for revegetation should be considered.
- d. A program for collection, propagation and replanting of suitable species should be developed when the road upgrade plan and overall extent of proposed clearing is determined.

iii. Significant Fauna Species

- a. Ground dwelling mammals, reptiles and frogs are likely to be lost during habitat removal or disturbance. Ground fauna of conservation significance should be salvaged along with other more common fauna which are likely to be encountered during construction.

- b. Hollow-bearing trees should be retained where possible; however, where this cannot be achieved then arboreal fauna should be salvaged.
 - c. To address the increased risk of fauna road kill due to the widening of the road, the installation of fauna overpasses and/or underpasses should be investigated.
 - d. A reduction in the speed limit may also be considered (for example, a reduction from 60 to 50 kilometres per hour) to reduce fauna road kill at key locations along the road.
- iv. Hollow-dependent Fauna
- a. Salvage of hollow-dependent fauna and relocation measures should be implemented immediately prior to and during any clearance of hollow-bearing trees in the study area (If fauna salvage is undertaken, a permit under the *Wildlife Act 1975* may be required from the Department of Sustainability and Environment).
 - b. Salvaged fauna should be released within vegetation adjacent to the point of salvage, and not translocated to another location
 - c. Salvage and relocation measures should be undertaken by a qualified zoologist experienced with these operations
 - d. The installation of nest boxes should also be considered as a substitute for the removal of hollow-bearing trees. Nest boxes could be installed where an inspected tree has been found to house hollow-dependant fauna, or shows evidence of recent fauna presence (e.g. fresh nesting material, feathers, fur). Nest boxes should be installed in a suitable tree, as close as practicable to the former location of the removed hollow-bearing tree, and installed either prior to or as soon as possible after the removal of the hollow-bearing tree.

- v. Fauna Overpasses and/or Underpasses
- a. The installation of fauna overpasses and/or underpasses along Jumping Creek Road should be investigated to mitigate against the increased risk of fauna mortality due to the widening of the road. A simple fauna overpass design incorporating rope structures strung across the road could provide safer crossing points for arboreal mammals. Similarly, underpasses in the form of box culverts (one metre by one metre in size) could potentially be installed opposite large areas of high quality habitat to facilitate ground dwelling fauna to move under the road pavement.
 - b. Key locations that should be considered for fauna overpass/underpass structures and reduced speed limits include: the vicinity of Jumping Creek Reserve/Gravel Reserve, The Common, Stane Brae Court Bushland, and the intersection of Hooper Street and Jumping Creek Road.
- vi. Weed Management
- a. Weed control and management can best be achieved by post-construction weed control and minimising areas disturbed during construction.
 - b. Weed control management should be carried out for a ten year period post construction.
 - c. Herbicide use must be carefully managed and supervised to avoid damage to non-target organisms, and herbicides selected that have minimal effects on aquatic fauna inhabiting waterways and other water bodies (e.g. dams).
 - d. To prevent the further spread of weeds into areas of ecological value, populations of weeds that are listed under provisions of the *Catchment and Land Protection Act 1994* for the Port Phillip

and Westernport Region should be identified prior to any road works.

- e. The requirements under the *Catchment and Land Protection Act 1994* for the control of infestations of noxious weeds during and after the road works must be recognised and adhered to.
- f. All vehicles, equipment and machinery to be thoroughly washed down and inspected at a suitable location such as the Manningham Works depot, prior to commencing work on the site and if returning from the site after work in another area/municipality.

5.5.2.3 Environmental Issues during Construction – Storm Water, Soils and Sediments

Road runoff and drainage, especially during the construction phase, has the potential to impact aquatic and terrestrial ecosystems through changes to water quality, quantity and flow paths.

Water Quality

Soil disturbance resulting from construction works and vegetation removal threatens the water quality of receiving waterways, dams and drainage lines. Exposed soils have the potential to be washed away during rain, causing sediment flows and possible sedimentation of drains, dams and waterways. Physically, sediment interferes with the respiration and feeding of aquatic plants and animals. Windblown soils as dust can have a similar effect. Muddy sediment can smother stream beds where aquatic animals live, reproduce and obtain nourishment. Muddy material suspended in water can choke and abrade aquatic organisms and their eggs. Suspended material can also reduce visibility and the ability of fish and other organisms to capture prey. Suspended and coloured materials can block sunlight and prevent the growth of aquatic plants. Sediment can fill dams and block waterways and drains, thereby increasing removal or dredging costs.



Siltation of streams can reduce their capacities to carry flood waters and increase the risk of flooding as a consequence.

Chemically, pollutants such as heavy metals, hydrocarbons and nutrients can also be attached to sediments, potentially causing chemical contamination of waterways (refer table 2 & 3 below). Increased levels of nutrients such as phosphorous and nitrogen can contribute to the accelerated growth of nuisance aquatic plants and cause a reduction in the levels of dissolved oxygen. Increases in nutrients are a principal cause of algal blooms. Such nutrients are usually associated with fine suspended sediments in runoff.

Table 2: Common Source of Pollutants in Urban Runoff⁴

Pollutant Source	Sediments	Nutrients	Oxygen demanding materials	Heavy metals	Toxic organic wastes	Micro-organisms	Hydrocarbons
Road and pavement wear	X						
Vehicle wear	X			X			
Vehicle fuels and fluids	X		X	X		X	X
Fuel combustion		X	X	X			X
Soil erosion	X	X	X	X			
Human and animal waste	X	X	X	X		X	
Pesticides and herbicides		X		X	X		
Fertilisers		X			X		
Paints and solvents				X			X
Industrial activities	X	X		X	X		X
Household chemicals	X	X			X		X

Table 3: Main sources of metals in urban stormwater⁵

	Lead (Pb)	Zinc (Zn)	Copper (Cu)	Chromium (Cr)	Cadmium (Cd)	Nickel (Ni)
Vehicle tyre and brake pads		X	X		X	
Corrosion of metal objects		X				
Petrol additives	X					
Lubrication oil					X	
Metal industry			X	X	X	X
Domestic products			X	X	X	X
Pesticides and fertilisers				X	X	
Dye and Paint				X		
Engine parts				X		X
Paper				X		

Avoiding and minimising sediment discharge should be the priority during the construction phase of roadworks, whilst in the post-construction phase the

⁴ Source: *Guidelines for Treatment of Stormwater Runoff from the Road Infrastructure*, Austroads Inc. 2003

⁵ *ibid.*

primary pollutants associated with sealed roads are those more chemical in nature such as heavy metals, nutrients and hydrocarbons.

Changes to water 'quantity' (the volume of stormwater runoff) result from the increased impervious surfaces of sealed roads. This can result in higher peak flow rates in local drains and waterways. In turn this increases the size and frequency of habitat disturbances in receiving dams or waterways, adversely impacting species unsuited to such conditions. It has been calculated that on average 40-50% of the impervious area of urban catchments is associated with roads.⁸

Water Flow path

Changes to water flow paths can result when a road interferes with natural flow patterns, and can contribute to water-logging, draining of wet areas, and inundation of dry areas. Changes to soil hydrology or the long term moisture status of soils, can change the structure and composition of ecological vegetation classes and can be a factor associated with canopy tree dieback. The changes are often gradual and irreversible, as well as being hard to detect or undetectable in the short term.

Site Environmental Management Plan (SEMP)

Environmental impacts on water quality, water quantity and water flow paths must be identified and provided for during the planning and design phase of any works within the road reserve. The Plan should provide actions to minimise overall environmental impacts. These should be prescribed and detailed in a Site Environmental Management Plan (SEMP) for any proposed road works. Furthermore, there needs to be close supervision to ensure compliance with the SEMP. A study of 68 road construction sites revealed almost 70% of sites had poor or very unsatisfactory performance in terms of implementing erosion and sedimentation controls.

5.5.2.4 Environmental Recommendations - Storm Water, Soils and Sediments

The following recommendations should be considered and adopted to mitigate any adverse impacts associated with construction:

1. Develop and implement a Construction Environmental Management Plan (CEMP), including monitoring for compliance with management measures prior to any road works or vegetation removal commencing. This should be a requirement of and be endorsed as part of, any planning permit.
2. Effective sediment barriers/devices should be installed, monitored and maintained throughout the entire construction period to ensure that sediment does not leave the construction zone.
3. Ongoing control and treatment of drainage from the road should be implemented to prevent litter, sediment, weed seeds and chemical pollutants from reaching Jumping Creek and the Yarra River.
4. Capture and treat runoff water before discharging to natural waterways both during construction and for the ongoing operation of the road.
5. Avoid the concentration of runoff flows onto adjoining land. Where necessary, place rocks, sandbags, spreader swales/banks or other protective surface to dissipate energy or disperse flow and encourage growth of vegetation at the point of water outflow from culverts and drains.
6. Protect soil surfaces by retaining as much vegetation as possible and by using matting, mulch and/or planted indigenous vegetation on exposed areas.
7. Remove and stockpile topsoil in appropriate areas away from native vegetation, for re-instatement post construction works.
8. All contractors and staff to receive appropriate environmental training prior to commencing work, using the Manningham Roadside Environmental Management Strategy Handbook as a guide.

⁴ *Road Runoff & Drainage: Environmental Impacts and Management Options*, Austroads Inc, 2000.

5.6 Aboriginal Cultural Heritage Issues

Under the *Aboriginal Heritage Act 2006*, a Cultural Heritage Management Plan (CHMP) is required if all or parts of the proposed activity is in an area of cultural heritage significance, and all, or part of the activity is high impact.

Areas located within 200 metres of any existing waterways are considered of potential cultural heritage significance, and require a CHMP prior to works commencing. However, as the bridge across Jumping Creek has already been constructed with widened road approaches, no further works are required within the vicinity of the bridge and Jumping Creek. Any future works within 200 metres of the waterway, will need to consider Aboriginal Cultural controls and a CHMP may be required for the road upgrade.

Previous advice has indicated that the level of management required will be subject to the degree of ground disturbance resulting from any proposed activities within the identified areas.

During detailed planning and design of the affected sections of the road, Council shall ensure all requirements of the Act are complied with and depending on the location and the magnitude of any ground disturbance Cultural Heritage Management Plans may or may not be required, and will be determined at a later stage.

5.7 Utility Services Consideration

Services of power, water and telecommunications are already installed along Jumping Creek Road. Yarra Valley Water has installed some new sewer services in the area and is continuing with the extension of the sewer mains.

All the new gravity sewers will be constructed in private property apart from one short section to be built in Jumping Creek Road between Dudley Road

and Hartley Road. The contract advises the works may be undertaken either trenchless (bore) or trenched (open cut) at the discretion of the contractor.

Yarra Valley Water is also investigating the viability of reticulating recycled water through the same area. If the proposal is accepted by the community and Yarra Valley Water, the mains will most likely be constructed in Jumping Creek Road. However if works do proceed, the construction method will be trenchless.

Any proposed concept road realignment works will impact on the current location of some existing power poles. Any necessary planning permit application will need to include any potential impacts of moving overhead powerlines within proximity to trees.

5.8 Drainage

5.8.1 Sub-catchments Characteristics

General Description

The local topography incorporates many high and low points that result in the varied horizontal and vertical geometry of Jumping Creek Road through an undulating and winding environment. A total number of 13 road low points with the current road formation exist along Jumping Creek Road.

Major Sub-catchments



The major sub-catchment along Jumping Creek Road is located along the western side of Jumping Creek. The flow direction at this location is across Jumping Creek Road. Discharge from these flows is into natural flow paths and waterways in this area (including Jumping Creek).

Figure: Major sub-catchment located west of Jumping Creek.

Minor Sub-catchments

Minor sub-catchments are located in the Wonga Park (township) area. The flow direction at this location is from Jumping Creek Road towards the Yarra River. Discharge from these flows is collected by underground drainage systems, natural flow paths and waterways.

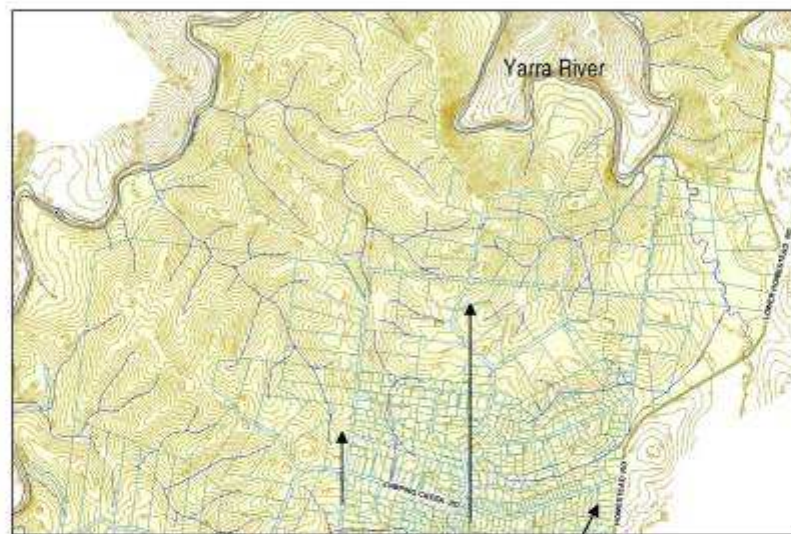


Figure: Minor sub-catchment in Wonga Park with arrows illustrating direction of flow paths

5.8.2 Rainfall and Runoff

Australian Rainfall and Runoff is published by Engineers Australia and provides the peak guidance for flood estimation and the analysis and design of stormwater conveyance systems.

The most recent revision of this document provides significant guidance on the use of computer aided tools that can allow stormwater conveyance and management to be more closely integrated with a broader road design approach and should allow catchment models to estimate runoff characteristics based on topography and designed surfaces.



Similar catchment approaches are used to design stormwater systems to minimise environmental impacts. While road safety criteria will be an overarching consideration in the design of the road, managing and treating stormwater to improve its quality of runoff and seeking opportunities to reduce the frequency of runoff (usually through active or passive re-use) should be incorporated into the design process.

The following sections provide some overarching principles as to how design guidance could be applied.

Design Storms

Drainage design for Jumping Creek Road should be in line with the 2015-2016 revised Australian Rainfall and Runoff. Rainfall intensities can be obtained from the Bureau of Meteorology by supplying latitude and longitude details.

Duration	EY	Annual Exceedance Probability (AEP)						
	1EY	50%	20%	10%	5%	2%	1%	
1 min	1.6	1.8	2.4	2.8	3.3	3.9	4.4	
2 min	2.7	2.9	3.8	4.5	5.1	6.0	6.7	
3 min	3.6	4.0	5.2	6.1	7.0	8.2	9.3	
4 min	4.4	4.9	6.4	7.6	8.7	10.4	11.7	
5 min	5.1	5.6	7.5	8.9	10.3	12.3	13.9	
10 min	7.6	8.5	11.4	13.6	15.9	19.2	21.9	
15 min	9.3	10.3	14.0	16.6	19.5	23.5	26.9	
30 min	12.4	13.8	18.4	21.9	25.5	30.6	34.8	
1 hour	15.9	17.6	23.2	27.2	31.4	37.3	42.1	
2 hour	20.2	22.2	28.8	33.6	38.4	45.2	50.7	
3 hour	23.2	25.4	32.9	38.2	43.7	51.3	57.5	
6 hour	29.5	32.4	42.1	49.0	56.2	66.3	74.4	
12 hour	37.6	41.6	54.9	64.6	74.9	89.4	101.1	
24 hour	47.2	52.7	71.5	85.5	100.2	121.3	138.7	
48 hour	57.6	64.9	89.8	108.8	128.5	157.0	181.2	
72 hour	63.7	71.8	99.6	120.7	142.7	174.7	202.2	

Storm depths obtained from Bureau of Meteorology (lat -37.734372, long 145.265843)

Selection of design storms

Based on the local drainage characteristic consideration should be given to selecting an ensemble of design storms (hyetographs) to adequately size critical infrastructure for a worst case scenario.

Peak storm flows within a drainage network occur when upstream flows coincide at a point lower in the system. Depending on the catchment shape, area, slope and runoff characteristics times of concentration for different storm elements will vary.

Storms are variable in their nature; some storms are broadly uniform in rainfall intensity throughout, while others may have intense bursts at different times. Analysis has identified that the selection of different storm patterns can lead to peak stormwater flows being incorrectly predicted by as much as 50% (in both directions).

The design process should be robust enough to appropriately match runoff and catchment combinations, and should support efficient design outcomes.

Selection of design parameters

When integrated well with the design process design parameters (e.g. runoff co-efficient, concentration times) can be more precisely informed rather than relying on arbitrary assumptions.

While room for engineering judgement can remain, cost effective design will be supported by robust design assumptions and models. Examples of where the selection of design parameters could be considered include:

- Developing a road/ catchment digital terrain model (DTM) to more precisely predict flows; and

- Using a range of design packages that allow information to be passed between Geographical Information System (e.g. ArcGIS), Drafting and design (AutoCAD) and drainage analysis (XP SWMM, TUFLOW) software.

Selection of design methodology

In line with Engineer's Australia recommendations the use of more sophisticated design approaches should be encouraged to allow cost effective designs supported by analysis rather than based on assumption.

The ability to achieve this will be in part dictated by other engineering design aspects, but consideration should be given to developing a series of localised design models along the alignment that can be analysed for performance in the key areas of conveyance and environmental performance.

Environmental outcomes

Although covered in more detail in other parts of this document it can often be the case that environmental and drainage outcomes are developed by different design teams working largely in isolation and the recommended catchment approach will lower the risk of this occurring. To support improved environmental outcomes a number of design principles can be adopted:

- Where possible, runoff should be retained and managed close to its source;
- Where possible, a catchment design approach should be favoured over codified design;
- Road edge treatments should support passive irrigation of roadside vegetation, particularly for storm events that do not pose a road safety issue;
- Where stormwater is considered for end use (e.g. collected in dams) appropriate levels of pre-treatment should be incorporated upstream.

5.8.3 Existing Drainage Systems

Roadside Table Drains

Roadside table drains are the major source of drainage collection from stormwater runoff for Jumping Creek Road between Ringwood-Warrandyte Road and Homestead Road. A previous Road Safety Audit recognised the potential hazard of unsealed roadside table drains, and recent remedial works have included the partial filling and asphalt surfacing of several sections of table drain to address these issues.

Underground Drainage Systems

Underground drainage systems are sparsely located along Jumping Creek Road and are confined to sections adjacent to major intersections. Most underground drainage systems exist to transfer stormwater beneath intersecting roads and most underground drains discharge back into the open drain network along Jumping Creek Road.

Drainage Outfalls

The existing drainage outfalls along Jumping Creek Road are a combination of overland flow paths, easement/private land systems, underground drainage systems, natural water ways and natural dams/ponds. Jumping Creek is identified as a Melbourne Water watercourse.

5.8.4 Existing Water Quality

Sedimentation

The quality of runoff stormwater is affected by the sedimentation associated with the scouring along bare clay table drains. Recent asphaltting works to several table drains will minimise scouring with an improvement in water quality, however the sealed drains will result in an increased amount of stormwater runoff and increased flow velocity that may further advance scouring along unsealed table drains.

Effluent

Septic tanks are widely used in private properties along Jumping Creek Road. As a result, the quality of water in this area currently flowing into Jumping Creek Road drains may not be of a suitable standard due to the effluent discharging into the local waterways.

Yarra Valley Water, as part of the Backlog Sewer Program, is progressively installing reticulated sewerage along Jumping Creek Road. As this project proceeds and residents begin to connect to the system, the impact of septic tanks on water quality will diminish with water quality improving greatly.

5.8.5 Flooding

Land Subject to Inundated Overlay (LSIO)

One section of Jumping Creek Road is subject to flooding (as illustrated and identified in the LSIO) and is located surrounding the Jumping Creek Road Bridge. The Figure below illustrates the extent of the LSIO at this location. As Jumping Creek Road has already been upgraded through this area, works will generally not occur to the area within the LSIO, aside from the formal creation of the shared path across the bridge (where no structural works are required).



Figure: LSIO at Jumping Creek Bridge.

Local Road Low Points

Thirteen low points have been identified along Jumping Creek Road and flash flooding may occur at these locations as a result of heavy rainfall events.

Future drainage infrastructure works may be necessary to reduce the likelihood of flash flooding occurring at low points.

Stormwater Runoff to Private Properties

Stormwater runoff from Jumping Creek Road may discharge onto abutting private properties due to the existing road formation. Through future drainage infrastructure improvements, easement acquisition and resident/Council agreements, stormwater runoff from Jumping Creek Road will be managed with minimal impact on surrounding properties.

5.8.6 Future Drainage Infrastructure

Catchment Urbanisation

The catchments which Jumping Creek Road passes through are shown in the following figure. Whilst future increased urbanisation of these catchments is restricted to a large extent by Urban Growth Boundary zoning and controls, any further subdivision and development in the catchments may lead to increased storm water run-off.

The *Manningham Stormwater Targets Report* (April 2009) outlines an approach to setting and achieving targets for stormwater pollution reduction for Manningham. The report reiterates that urbanisation creates impervious surface areas which generate greater amounts of stormwater runoff than would otherwise occur. It further notes that this increased stormwater runoff from urbanisation and development can degrade aquatic ecosystems due to excessive flows (from pre-developed catchment conditions) conveying pollutants to the receiving waterways.



Figure: Catchments through which Jumping Creek Road passes

Creation of Drainage Easement

Drainage easements may need to be created at some locations within private property along Jumping Creek Road to accommodate drainage systems from Jumping Creek Road to the surrounding waterways. Where it is anticipated that easement creation is not necessary for future drainage systems, yet minor overland stormwater flow is predicted, arrangements may be sought with affected property owners to allow for this as surface runoff.

Drainage Infrastructure and Environmental Considerations

All environmental concerns must be taken into account with any future drainage infrastructure improvements along Jumping Creek Road. In particular, drainage design must be sensitive to the existing native trees, grass and bushland that surround a large proportion of Jumping Creek Road, including the need to limit sediments reaching water courses by minimising the runoff into natural gully lines. Environmental considerations will affect choice of drainage infrastructure improvements and may result in either higher costs for the project or a more limited scope of works.



Other Future Drainage Improvement Opportunities

The following table identifies the road low points along Jumping Creek Road, and the existing conditions and possible future improvements necessary at each location. At the time of detailed design, options to slow down water flows, improve water quality through the use of swales and retention systems and working with neighbouring properties where water flows can benefit both parties, will be examined in greater detail.

Table: Jumping Creek Road Drainage Outfalls

Road low point	Existing conditions	Possible Future Drainage Improvements	Possible Future Drainage Requirements
Intersection of Ringwood-Warrandyte Road and Jumping Creek Road	Double culverts (100 year ARI)	Nil	Nil Outfall into Natural Water Way
286 Jumping Creek Road	Overland flow path through private land and discharged into private dam	Road culvert and WSUD swale into dam	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
Jumping Creek Bridge	Bridge (Land Subject to Inundated Overlay) Bridge may be closed during major storm events	Nil	Nil Outfall into Jumping Creek
197/218 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Road culvert and WSUD swale into natural water way	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
176/184 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Road culvert and WSUD swale into natural water way	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
156/145 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Suitable road formation (Existing footpath grade separated lower than roadway)	Easement acquisition or alternative legal arrangement such as Section 173 Agreement

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Road low point	Existing conditions	Possible Future Drainage Improvements	Possible Future Drainage Requirements
150 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Road culvert and WSUD swale into natural water way	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
134/117 Jumping Creek Road	Existing underground drains & outfall along Road reserve of Stane Brae Court	Improve Inlet, Pipe & Overland Flow Path capacity for flash flood events	Nil Outfall along road reserve
118 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Road culvert and WSUD swale into natural water way	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
100 Jumping Creek Road	Overland flow path through private land and discharged into natural water way	Road culvert and WSUD swale into natural water way	Easement acquisition or alternative legal arrangement such as Section 173 Agreement
72 Jumping Creek Road	Existing underground drains & outfall along road reserve of Dudley Road	Improve Pit inlet, Pipe & Overland Flow Path capacity for flash flood events	Nil Outfall along road reserve
54-56 Jumping Creek Road	Existing Drain and Road pit	Improve Pit inlet, Pipe & Overland Flow Path capacity for flash flood events	Nil Existing drainage easements alongside fence of No. 54
22-24 Jumping Creek Road	Improve Pit inlet, Pipe & Overland Flow Path capacity for flash flood events	Improve Pit inlet, Pipe & Overland Flow Path capacity for flash flood events	Nil Existing drainage easements alongside fence of No. 22

In addition to treatments at road low points, other future drainage infrastructure works may be undertaken to address drainage and water quality issues surrounding Jumping Creek Road, which include:

1. Future drainage road system and outlets to waterways:
 - a. This is aimed to achieve flooding protection and water quality treatments to an acceptable level (including acceptable levels of

Total Suspended Solids, Phosphorous, Nitrogen and to reduce effluent leaking into waterways).

2. Opportunity to implement Water Sensitive Urban Design (WSUD):
 - a. This includes implementation of overland flow paths (i.e. swales), buffers and end of catchment rain gardens.
3. The impact on native vegetation along with other environmental and heritage impacts as a result of future drainage improvements.

5.8.7 Drainage Comments

The proposed drainage infrastructure improvements (for example, WSUD swales and road culverts) and any subsequent construction works will help alleviate the flooding experienced at low points along Jumping Creek Road as well as minimising the impact of stormwater runoff from the road onto surrounding properties.

The existing roadside table drains and underground drainage systems are adequate for the present drainage system. If and when urbanisation and subdivision of abutting properties that drain towards the road takes place, the detailed design of the drainage system for Jumping Creek Road will require a search of Council records to be undertaken to identify existing drainage hot spots. In addition, the drainage system will need to be designed, taking account of realistic development projections for the area and any planning requirements that may be imposed on any development requiring the management of additional stormwater runoff within the property so that the peak flow does not increase, including the use of on-site-detention.

5.9 Catering for all Road Users

Motorists, cyclists, pedestrians and all other users of Jumping Creek Road, will have an expectation of a safer and more convenient experience with less conflict amongst different users if improvement works are undertaken to Jumping Creek Road.

It is proposed to make provision for cyclists off road along Jumping Creek Road. Although an off-road shared path will be provided long the majority of the length of Jumping Creek Road, the road rules permit cyclists to use the existing roadway. Cyclists have the same right as motorists to use the road pursuant to the *Victorian Road Safety Road Rules 2009*,

All pavement widening and off road path construction must be undertaken with minimum damage to the native vegetation and fauna habitat.

The risk to fauna becoming 'road-kill' as they cross the road can be reduced or eliminated by the provision of fauna tunnels and fauna overhead cable crossings. Advance warning signage for motorists should be considered at any known wildlife crossing points.

5.10 Future Infrastructure Major Projects

In line with the principles established in the *Manningham Integrated Transport Strategy 2010* that identify actions to improve the quality and accessibility of public transport, walking and cycling facilities and services, and to encourage their use by Manningham residents and workers, a holistic approach has been taken to establish the priorities for road improvements having regard to economic, strategic, environmental, social, safety and other principles.

Manningham's *Link Road Improvement Strategy (2014)* identifies that the upgrade of Jumping Creek Road will be undertaken as a part of the *Jumping Creek Road Development Framework* (this document) as a staged construction over several years, and has been included in Councils' 10 year indicative Capital Works Program commencing in 2017/2018.

5.11 Setting of Road Design Standards

All new works must comply with the following design standards:



- Austroad standards for road width, horizontal and vertical alignments, design speeds and runoff protection;
- Road Safety Audits;
- Flora impact mitigation works as a result of native vegetation removal;
- Green Wedge Infrastructure Guide;
- Manningham Drainage design standards;
- VicRoads/Manningham Access & Egress to and from the road controls;
- Any Planning Permits applicable and associated permit conditions;
- Legislative requirements; and
- Geotechnical / Pavement report.

5.12 Contributory Works by Abutting Owners

Council’s *Special Rates & Charges Contributory Projects Policy* for Link (Council Arterial) Roads (amended August 2012) states the criteria and manner of apportionment for Link Roads is:

Project Description	Criteria/Manner of Apportionment										
Link (Council Arterial) Roads This applies for full or partial construction	Owners contribute the full cost of street trees landscaping, any contribution required under the footpath construction provisions and vehicle crossings (except where previously constructed permanent works require reconstruction) and associated professional/administrative fees. Council pays the balance of the project cost. Owner’s share of costs are apportioned on the basis of frontage or area or benefit units or a combination of these.										
Footpath Construction (New Works)	Shared paths identified in Council’s Bicycle Strategy are constructed at full cost to Council. Footpaths identified as being part of the Principal Pedestrian Network (PPN) are constructed at full cost to Council. Non-PPN route footpaths are constructed on a shared cost basis with Council, dependent on road classification, with property owner contributions applying as follows: <table border="0" style="margin-left: 20px;"> <tr> <td>Arterial Roads and Highways</td> <td style="text-align: right;">25%</td> </tr> <tr> <td>Link Roads</td> <td style="text-align: right;">25%</td> </tr> <tr> <td>Collector Roads</td> <td style="text-align: right;">50%</td> </tr> <tr> <td>Through Access Roads</td> <td style="text-align: right;">66%</td> </tr> <tr> <td>No Through Access Roads</td> <td style="text-align: right;">85%</td> </tr> </table>	Arterial Roads and Highways	25%	Link Roads	25%	Collector Roads	50%	Through Access Roads	66%	No Through Access Roads	85%
Arterial Roads and Highways	25%										
Link Roads	25%										
Collector Roads	50%										
Through Access Roads	66%										
No Through Access Roads	85%										

The proposed new shared path in Jumping Creek Road is identified as being part of the *Principal Pedestrian Network (PPN)* and *Bicycle Strategy 2013*.

Given the local rural environment, there is no proposal to require the construction and sealing of currently unsealed vehicle crossings. Landscaping along Jumping Creek Road will generally be a Council responsibility, to replace vegetation lost as a result of the works. Unless the property owners request the construction of a footpath along the southern side of Jumping Creek Road or other works requiring property owner contributions, there will be no requirement for the implementation of a special charge scheme to facilitate the project works.

5.13 Proposed Land Acquisition

It has been identified that an upgrade to the road would extend beyond the existing Council controlled/owned road reserve boundaries, and at several locations, extend into a number of private properties.

As such these improvements will necessitate the partial acquisition of portions of land from adjoining private properties, and consequently impact private fencing, front gates and driveways. In many of these locations, vegetation, including mature trees, would also need to be removed to enable the road to be realigned and widened for works to take place.

The *Local Government Act 1989* provides councils with the ability to acquire and appropriately compensate a property owner for the portion of land it intends to acquire. The Act states that 'a Council may acquire any land which is, or may be required by the Council for, or in connection with, or as incidental to, the performance of its functions or the exercise of its powers' (LGA 1989, section 187).

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The *Land Acquisition and Compensation Act 1986* sets out the processes for acquisition by the authority acquiring the land (Council), and the rights of the affected land owner and/ or occupier.

Planning Scheme 'Public Acquisition Overlay'

If land is proposed to be acquired, it can be 'reserved' under the Manningham Planning Scheme through the application of a Public Acquisition Overlay (PAO) by way of an amendment to the Planning Scheme. A PAO assists by reserving areas of the corridor for the future upgrade of the road, and enables property owners to make informed decisions about any future development of their land.

A PAO is however not required in cases where less than 10% of the area of the subject property (or less than 10% of the value of the land) is proposed to be acquired. A Planning Scheme Amendment to implement a PAO is not warranted or recommended in this case.

6 Solution Options

In arriving at a recommended solution for providing a safer Jumping Creek Road, a number of different proposals were given serious consideration as potential solutions to resolve the issues identified in the Framework. The following provides an outline of each of the different proposals and comment on the suitability of each option as a course of action.

6.1 Reclassification of the Road

The road design guidelines "Traffic Management – an Introduction" by R T Underwood 1990 states that *'In order to apply traffic management techniques to the road system in a logical and effective way (and indeed for all aspects of the planning, design and administration of roads), it is necessary to develop a classification or hierarchy of roads to ensure that the primary purpose of each road is defined, agreed and understood'*.

The criteria which define the classification of roads have been developed over many years and are accepted state-wide through inclusion in the Victorian Planning Provisions (and Manningham's Planning Scheme). Roads are generally classified according to their functionality (connectivity and location), road users and traffic volumes.

The Manningham Planning Scheme defines Jumping Creek Road as a "Connector Street – Level 2 - Arterial Road" This classification is defined as *'a street that carries higher volumes of traffic (greater than 7,000 vehicles per day) and connects places and access streets through and between neighbourhoods'*.

Jumping Creek Road currently carries an average of 8,100 vehicles per day (2013) with a projected traffic growth rate of 3 to 4 per cent per annum.

Classification determines the road design standards and carriageway, parking and road side clear zone widths as required by VicRoads and the relevant Road Authority.

Owing to the existing and projected traffic volumes, the sparse road network provided in this semi-rural area and a lack of a viable alternative to fill the function that Jumping Creek Road serves, it is deemed not feasible to downgrade the function and classification of this road.

6.2 Restricting Travel Speeds

Speed Limits

In 2000, VicRoads approved a Council application to reduce the speed limit on Jumping Creek Road from 70 kph to 60 kph. The 60 kph speed limit applies along the entire length of Jumping Creek Road from Homestead Road to Ringwood-Warrandyte Road.

Although the recorded vehicle speeds along Jumping Creek Road are above the regulatory speed limit of 60 kph, they are not considered excessive given the function and classification of the road. VicRoads approval must be obtained for any changes to speed limits.

In response to community feedback, an application was made to VicRoads (in May 2016, and approved by VicRoads in June 2016) to consider the application of a 40 kph speed limit during school drop-off and pick-up periods in the vicinity of Dudley/Yarra/Jumping Creek Roads intersection through the Wonga Park township. Advice has been received that this application has been successful and communications will be arranged notifying the community of this change prior to implementation.

Traffic Calming Devices

When making assessment of a road for the installation of traffic calming devices, its suitability, the likely effectiveness of the traffic calming device and the impact of the proposed traffic device will have on the traffic and neighbourhood must first be ascertained.

As Jumping Creek Road is a Council Link (Arterial) Road, carrying 8,100 vehicles per day the majority of traffic calming devices such as speed humps and chicanes would not be appropriate treatments.

However the installation of roundabouts are considered reasonable traffic calming devices where roads usually accommodate high volumes of traffic. As part of the assessment as to whether provision of roundabouts is an appropriate treatment for Jumping Creek Road, consideration needs to be given to impacts on vegetation and the environment, services, private property, access and other factors.

6.3 Restricting Type of Vehicular Traffic and Load Limits

The restriction/ban of certain classes of vehicles by weight, height and length requires the agreement of VicRoads.

In May 2016, a proposal was pursued with VicRoads to consider implementing a truck curfew for Jumping Creek Road. However, this proposal was rejected by VicRoads on the grounds that:

- the existing truck volume (of between 5-10% of total traffic volume) is considered reasonable for Jumping Creek Road and does not exceed acceptable standards; and
- truck curfews are generally not supported where a route deviation of more than four kilometres to restricted vehicles (trucks) would result. Given the sparse availability of alternative routes in the area, a truck curfew is not supported.

Furthermore, truck curfews (or bans) would only apply to through-traffic. Trucks using Jumping Creek Road to access a local destination (i.e. property, intersecting street etc) can still use Jumping Creek Road in cases where a 'truck ban' or curfew is applied.

The implementation of a load limit for Jumping Creek Road was investigated in 2000 and was not supported as the volume of trucks using Jumping Creek Road was considered relatively low.

The volume of daily traffic using Jumping Creek Road is 8,100 (2013). Of this, 94.5% of vehicles using Jumping Creek Road are considered as class 1 or 2 (i.e. Sedans, Wagons, SUV's, Motorcycles, etc). The remaining 5.5% (445 vehicles) are considered as class 3 or above (i.e. trucks). Although truck-traffic has slightly increased since 2000, the proportion of trucks using Jumping Creek Road is still considered relatively low for an arterial link road, and well within the average 5-10% found on most arterial / link roads.

Given that Jumping Creek Road is a Council Link (Arterial) Road and the volume of trucks is still within the acceptable range for arterial roads, the introduction of load limit or truck curfew or ban is not recommended or supported.

6.4 Road Closure – Restriction to Local Traffic Only

A full road closure is achieved by installing a physical barrier preventing through motor vehicle traffic from a street. A full road closure can be located either at mid-block or at an intersection.

Closing the road to through-traffic will force vehicles to find an alternative route. The closest alternative route from Warrandyte to Chirside Park is Croydon Road/Brysons Road/ Homestead Road to Brushy Park Road. A trip along the alternative route results in a significant increase in travel times and

fuel consumption, and exceeds the maximum route deviation distance deemed acceptable to support any preferred road closure, or restriction.

In the case of Jumping Creek Road, a road closure to through-traffic is not seen as an appropriate solution as there is no reasonable alternative route for the traffic affected by the closure. This restriction would also apply to emergency vehicles access.

Given the importance of Jumping Creek Road as part of the overall road network, particularly during fire emergency scenarios, the need for a safe and quick resident escape and emergency service access during bushfire periods, any closure of Jumping Creek Road or restriction to traffic access is not supported.

6.5 Leave in Current Form (Do Nothing Approach)

Road users have identified the need to do 'something' about the current state of the road as it is not considered suitable for the current usage standards in that the road:

- carries high volumes of traffic;
- has an unfavourable crash history over the last five years including one fatality;
- presents various safety issues, particularly the close proximity of the road to fixed objects – mainly trees – limiting the ability to recover from an off road incident or to safely pull off the side of the road;
- has poor vertical and horizontal alignments, even with the reduced speed restrictions applied;
- does not cater for or encourage increased cyclist and pedestrian activity in a safe and segregated environment; and/or
- has narrow lane widths and a general lack of, or minimal width road shoulders.

Given the current deteriorating state of the road and existing safety issues, a 'Do Nothing' approach is not supported or advised.

6.6 'Do Nothing' and Rely on Northern Route Development

The 'Northern Route', is a proposed 11 kilometre road between Reynolds Road in Donvale to Maroondah Highway in Chirnside Park. VicRoads is the Responsible Authority for the proposed road. This proposed road is identified in the current Melways street directory (page numbers 35, 36 and 37).

To leave Jumping Creek Road in its current condition without any further works and wait until the 'Northern Route' is developed with the view that it would relieve some of the traffic load, does not address the current issues and may not even be a reasonable long term solution in that:

- The Northern Route has not been given any priority by either Manningham's Arterial Road Improvement Strategy or VicRoads. Neither VicRoads or any political party has given the proposal any priority at this stage;
- There is no specific road reservation or alignment identified and no planning scheme amendment to preserve a corridor or identify private land acquisition to accommodate this road;
- There is no assurance that the 'Northern Route', if established, would relieve traffic from Jumping Creek Road; and
- Jumping Creek Road will still require upgrading even if the Northern Route is established in the next 10 to 15 years as the state of the road is already considered inadequate for the volume of traffic currently using the road, yet alone the 3 to 4 per cent annual projected growth in traffic volumes expected over the next 20 years

Therefore, given the lack of any certainty, timeframe and political will, it is considered unreasonable to rely on the proposed Northern Route as an alternative at this point in time.

6.7 Road Improvements

As mentioned earlier in the Development Framework, the existing vertical alignment of Jumping Creek Road is generally considered substandard with the design speeds of numerous existing crests and valleys being below 50 kph.

The road geometry is influenced by the existing undulating terrain of the area and the need to provide property access along the length of the road within this environment. Steep cross-fall across the road reserve in some locations results in difficult property access. Any changes in vertical road geometry may require significant works to maintain access to abutting properties, both within the road reserve and adjoining private properties.

The horizontal geometry is characterised by frequent bends in the road with large trees and power poles located close to the road edge which often restricts sight distance for motorists driving along Jumping Creek Road and residents entering and exiting their driveways.

In exploring options to improve Jumping Creek Road, plans to undertake road reconstruction will need to ensure that a balance can be achieved between improving safety, access and road function whilst maintaining environmental character of the area and the aesthetics of the road corridor.

6.7.1 Road Widening

The current road width of Jumping Creek Road varies between 5.8 and 7.6 metres and is currently considered narrow in many locations.

It is considered appropriate that a common standard cross-section be adopted for a road of this classification (Arterial Link Road) and function of road that will deliver the required road safety measures, and address the environmental concerns. In order to achieve this for Jumping Creek Road, it requires the following to be provided:

- A road pavement of 7 metres in width accommodating two x 3.5 metre wide lanes for traffic (from kerb to kerb).
- The installation of semi-mountable kerb and channel installed along the pavement edge to improve delineation and facilitate collection of stormwater runoff. This will also support the pavement edge, minimise the extent of road widening required and allow removal of the existing roadside open drains.
- Provision of underground drainage to replace the existing deep open drains.

6.7.2 Pedestrian/Shared Path

In order to provide a path that is safe, it is proposed to provide a new shared path along the entire length of the Jumping Creek Road corridor. This should provide for physical separation between motorists/traffic and pedestrians, cyclists and other path users.

Given the current lack of such facilities along the existing corridor, it is envisaged that the provision of a shared path along the corridor will contribute to impacts and loss of vegetation particularly within the Road Reserve. However consideration should be provided in planning and designing the alignment in a manner that will be sympathetic to the existing and established vegetation.

Further consideration will need to be provided to accommodate prospective horse/equestrian movements along this corridor.

6.7.3 Roadside Clear Zones

Clear zones are areas adjacent to traffic lanes (roadside) which should be kept free from features potentially considered dangerous to errant vehicles, such as trees, poles, steep batters and open drains.

The clear zone that applies to Jumping Creek Road providing the number of vehicles per day and speed is four metres. In the case of Jumping Creek Road it is not acceptable to clear a four metre wide strip either side of the road due to the environmental sensitivity of the area and extensive road side vegetation present in the area.

To improve the safety of the road and minimise the effect to adjacent vegetation, it is therefore proposed:

- That guardrail is installed directly behind the back of kerb, where clearance to adjacent trees is a minimum of 500mm.
- Where a 1.3m metre clearance or greater can be achieved to the road side hazard and road curvature allows, a wire rope safety barrier could be used to lessen the visual impact, where such treatments meet the requirements of current standards.

In many cases, the provision of guardrail, although at times visually intrusive, can reduce the need to clear extensive areas of vegetation along the road side to achieve acceptable clear zone objectives. Therefore, provision of guardrail at certain locations along Jumping Creek Road, can enable the preservation of roadside vegetation, particularly where the vegetation is considered significant, and should be retained.

6.7.4 Road Realignment

While the majority of the horizontal alignment along Jumping Creek Road is poor, a major safety concern is the location known as 'Freyers Bend' (located at 191 Jumping Creek Road). At this bend, the corner turns through an angle

of 80° and only has a radius of 60 metres. This stretch of road is of particular concern as it has been a site of regular accidents.

The only suitable treatment option available that is capable of delivering the necessary safety improvements required is to provide a full realignment of the road at Freyers Bend. Although this involves partial land acquisition from up to three private properties with significant construction cost (due to significant earthworks), and extensive impact to vegetation, the high level of risk associated with this existing bend warrants a review of the current arrangement, and it is therefore highly recommended that a realignment be undertaken at this location.

6.7.5 Partial Land Acquisition (of Private Properties)

The current constraints of the Jumping Creek Road reserve do not allow the necessary improvements to be undertaken along the road corridor. Therefore if road improvement works are to proceed, partial land acquisition from private properties will be required in certain locations to allow the improvements to the horizontal road alignment and shared pathway to be provided.

In some locations, minor land acquisition along the front boundaries of private properties may be required to accommodate the new shared path, where the path alignment is proposed to avoid existing areas of vegetation within the road reserve.

Based on the preliminary concept design, the following table identifies the extent of land required from private properties:

Table: Proposed Partial Land Acquisition

Property No.	Street	Total Land Area m ²	Approximate Area to be Acquired m ²	Acquisition as % of Total Area
107	Jumping Creek Rd	912	6	0.66%
117-123	Jumping Creek Rd	18,070	2.5	0.01%
150-154	Jumping Creek Rd	40,670	118	0.29%
156-170	Jumping Creek Rd	40,655	223	0.55%
167-171	Jumping Creek Rd	12,171	8.5	0.07%
176-182	Jumping Creek Rd	95,363	13	0.01%
184-186	Jumping Creek Rd	49,500	16.5	0.03%
189	Jumping Creek Rd	8,657	242	2.80%
191	Jumping Creek Rd	69,970	3,336	4.77%
197-203	Jumping Creek Rd	99,402	175	0.18%
198	Jumping Creek Rd	50,871	9	0.02%
241-261	Jumping Creek Rd	79,650	330	0.41%
263-285	Jumping Creek Rd	80,790	101	0.13%
268-284	Jumping Creek Rd	21,070	133	0.63%
287-301	Jumping Creek Rd	81,042	76	0.09%
292	Jumping Creek Rd	1,248	35	2.80%
294	Jumping Creek Rd	1,211	15	1.24%
300	Jumping Creek Rd	2,219	6.5	0.29%
373	Ringwood-Warrandyte Rd	21,731	13	0.06%

(Note: Any proposed areas of land, to be partially acquired from private properties, is approximate only and may change once further detailed design is undertaken.)

The proposed partial acquisition of land represents only a very small percentage (less than 5%) of each property, with 15 of the 19 properties encompassing less than 1% of their total property area, and with less than 20 square meters to be acquired from half of the 19 properties. It is considered that the impact to the remaining four (4) properties will involve partial land acquisition ranging from 1.24% to 4.77% of each of the property areas.

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It is noted that in most cases, land will only need to be partially acquired along property boundaries fronting Jumping Creek Road (to allow for road widening and provision of the shared path), and at some locations, to allow for the realignment of the road. It is not intended to acquire entire properties, nor any land that contains any existing dwellings or significant private infrastructure (mostly vegetation and front fences).

The final land acquisition amounts will not be known until property boundary surveys and detailed design has been prepared and confirmed for each development stage of the project.

Negotiations will be undertaken with property owners to make arrangements for the relocation of private infrastructure (i.e. front fences, front gates, mail boxes, landscaping etc) impacted by the proposed land acquisition.

As of June 2016, all nineteen affected property owners were notified of the intention to partially acquire their land, and Council officers personally met with fifteen of the nineteen (current) property owners.

6.7.6 Emergency Stopping Points/Bays

A number of emergency stopping bays will be provided along the length of Jumping Creek Road to enable vehicles to safely pull-off to the side of the road in the event of a breakdown, emergency or to allow other vehicles to pass. These bays will be located in appropriate locations where there is minimum impact or disturbance to existing vegetation to provide for safe entry and exit of vehicles from the emergency bay.

A map illustrating the location of proposed works to the Jumping Creek Road corridor is provided as **Attachment 17 – Map of Jumping Creek Road Upgrade**, with preliminary concept plans provided in **Attachment 18 – Preliminary Concept Plans**.

7 Project Budget and Funding

Council's 10 Year Capital Works Program (2015/16 to 2024/25) has set aside \$17.905 million between 2017/18 (Year 3) to 2022/23 (Year 8) for the reconstruction of Jumping Creek Road from Ringwood-Warrandyte Road to Homestead Road.

This does not include costs associated with necessary land acquisition, vegetation offsets as directed by planning permit conditions or ongoing community consultation. These items will however be funded through other available budget streams.

Given the extent of the upgrade to Jumping Creek Road and the corridor, the project is proposed to be delivered in six (6) stages, to minimise disruption and accommodate annual capital budget allocations. In addition, this approach is proposed with the aim of minimising construction during the fire danger period each year.

8 Project Implementation and Programme

Due to the level and extent of works to be undertaken, budget constraints and the inability to close Jumping Creek Road or restrict travel on the road entirely for extended periods of time, it is proposed to deliver the works across six prioritised stages.

Each stage will need to allow for concept planning and detailed design to be prepared, to obtain all necessary planning and environment approvals, and to commence and complete construction.

It is anticipated that the construction of each stage of the works will take an average of approximately 8 months to complete, allowing for delays due to inclement weather, and/or any other unforeseen issues. The works will occur over a six year period, with the first stage to commence in the 2017/18 financial year.

It has been determined that due to the higher crash rates and deteriorating state of the road and roadside throughout the western section of Jumping Creek Road, it is prudent to prioritise the upgrade of Jumping Creek Road from Ringwood-Warrandyte Road in the first instance.

Stage 1

Stage one of the upgrade will commence from the western section of Jumping Creek Road between Ringwood –Warrandyte Road through to Jumping Creek (waterway). Early preliminary works, such as the alteration to some utility services and applications to obtain planning and environmental approvals, will commence from early 2017. Construction will be undertaken throughout 2018.

Jumping Creek Road Development Framework 2016**Stage 2**

Detailed design of Stage 2 (between Jumping Creek through to 167/176 Jumping Creek Road) will be undertaken throughout 2016/17, with necessary planning and environmental approvals to be obtained during 2017/18. Construction of Stage 2 is anticipated to be undertaken throughout 2018

Stage 3

In response to community feedback received in 2016, Stage 3 of the works will be undertaken within the Wonga Park township and will include the Yarra/Dudley/Jumping Creek Road intersection.

Detailed design and receipt of any necessary planning and environmental approvals of Stage 3 will be undertaken throughout 2017/2018. Construction of Stage 3 is anticipated to be undertaken throughout 2019.

**It should be noted that the above timeframes are indicative, and may be subject to change due to unforeseen delays as a result of inclement weather (and bushfire threat), receipt of necessary planning and/or environmental approvals, budgetary constraints, objections from any affected parties, or other unforeseen matters beyond Council's control*.*

Stage 4 to 6

It has not yet been determined which remaining sections of Jumping Creek Road will be upgraded to form stages 4 to 6. This decision will be made in consultation with the community, the proposed Community Reference Group and any other relevant stakeholders at a later date.

It should be noted that all works will be programmed to minimise disrupting access and to maintain emergency access, particularly during the fire season.

9 Impacts of Construction

Traffic delays are an unfortunate consequence of road works. Although it is intended that the road will remain open throughout the majority of the construction periods, it is anticipated that one lane may be closed in the areas of construction, with traffic control undertaken to manage the through traffic, which is likely to cause traffic delays throughout the project. Speed limit reductions will also apply to the worksite.

Surrounding residents may experience a level of construction noise. Every effort will be made to minimise the noise during construction and works will generally be undertaken during normal working hours. Should out-of-hours works be required, advance notification will be provided.

As stated in the *Flora and Fauna Assessment* by Ecology Partners, indirect effects on adjacent areas are also possible if construction activities and drainage are not appropriately managed, and may include:

- Potential for further spread of weeds and soil pathogens from on-site activities and subsequent degradation of remaining native vegetation; and/or
- Indirect impacts to adjoining native vegetation/habitat, and potential offsite effects such as sedimentation and pollution to ephemeral drainage lines; and/or
- Disturbance to wildlife from increased human activity, and increase noise during construction; and/or
- Increased mortality to fauna during construction and road works through road-kill (i.e. increase traffic).

A sediment and drainage management plan should be developed before construction begins to prevent the movement of sediment or pollutants from

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the construction zone that would damage adjacent vegetation and promote the spread of weeds.

The installation of fauna crossings (including overhead canopy cables) along Jumping Creek Road should be further investigated during the detailed design phase to mitigate against the risk of future fauna mortality. This should be undertaken in collaboration with qualified Zoologists / ecologists, to determine suitable locations and design specifications.

10 Communication

Responding to community requests for improvements, a strategic document for the future development of Jumping Creek Road was initially prepared in 2011 with extensive community consultation undertaken at that time. The strategic document (Framework) has subsequently been updated with current data and strategic context information and the results of further community consultation undertaken in 2016.

The following outlines the community consultation undertaken to inform the preparation and adoption of the Framework.

10.1 Initial Community Consultation (2011)

Preparation of the Draft Framework in 2011 involved a comprehensive community-wide communication and consultation process. This was facilitated through a number of community workshops, media releases to the local press, meetings with residents, reference and community groups, and with relevant stakeholders.

From 25 July to 16 September 2011, the Draft Framework was placed on public exhibition, providing an opportunity for the community to comment on the proposal. During this time, a total of 10 email and written submissions were received, of which three (3) objected to elements of the proposal.

Most of the concerns raised in the submissions were addressed in the revised Draft Development Framework. However, some suggestions and comments regarding the general design of the road, including access to several driveways would be further examined during the detailed design process, which will take place for each of the six various stages.

A common suggestion to reduce the speed limit of Jumping Creek Road to 50 kph was not supported by VicRoads in order to maintain the purpose of the road as a Council arterial link road. Furthermore, in 2000, the speed limit was reduced from 70 kph to 60 kph, which is deemed appropriate for Jumping Creek Road in the existing semi-rural environment in which the road is located.

Other suggestions received included a request for the provision of a roundabout at the Dudley Road and Jumping Creek Road intersection within the Wonga Park township. Issues were identified with this option including the need to relocate a bus stop and the high cost of relocating existing services.

However due to other competing Council capital works priorities, the Draft *Jumping Creek Road Development Framework* was not finalised at that time. As such, the Framework remained in draft format until 2016.

10.2 Subsequent Community Consultation (2016)

In 2015, the proposed upgrade of Jumping Creek Road was prioritised by Council and funding to deliver the entire project was identified in Council's indicative 10-year capital works program.

However, given that five (5) years had passed since the initial draft Development Framework was prepared and since previous community consultation took place, further consultation with the community on the project was undertaken. This was primarily focussed to inform the community that the project will be progressively delivered throughout the following six years, and that a Development Framework was required in order to guide and facilitate the project outcomes.

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As the draft Development Framework had already been prepared, with extensive and thorough input from the community achieved through the initial consultation process in 2011, the opportunity for the community to significantly influence the final document was limited, as the key project objectives justifying the upgrade of Jumping Creek Road have already been tested with the community.

Notwithstanding the above, the purpose and objective of subsequent community consultation was primarily focussed on:

- refreshing the project objective, scope and strategic context;
- revisiting the land acquisition requirements;
- engaging with affected land owners; and
- obtaining community input into elements of the road design and sustainable transport elements.

This also included opportunity for the community to contribute to specific project elements such as refinement of the road design, impact to flora and fauna, identification of safety issues, timing and staging of works and on-going consultation expectations.

Between 29 April and 14 June 2016, the Draft Framework was again placed on public exhibition for a period of six weeks. This also included provision of notices in the local paper(s) and two community information sessions which were held on 24 May 2016 at the Wonga Park Community Hall.

Direct consultation was also undertaken between council officers and all 19 property owners whose land is affected by partial land acquisition.

Comments were sought from all interested parties, with submissions assessed by council officers, and responses incorporated and reflected in this final Development Framework.

10.2.1 Detailed Engagement and Communication Plan

A detailed Engagement and Communications Plan was prepared to guide the public exhibition and engagement for the development of the Framework.

The Plan actively promotes a best practice approach to community engagement adhering to the International Association for Public Participation (IAP2) standards and abiding by their core values. Council has adopted a set of Community Engagement Principles based on the core values that underpin Manningham's engagement process. These principles aim to ensure that:

- Those who are affected by a decision have a right to be involved in the decision making process.
- The public's contribution will be considered in making the decision.
- The needs and interests of all participants should be recognised.
- The process seeks out and involves all those potentially affected.
- Participants have an opportunity to have a say in how they are consulted.
- Participants are well informed to enable meaningful participation.
- Participants are informed about how their input affected the decision.

During both community engagement processes in 2011 and 2016, every reasonable effort was pursued and undertaken by Council officers to adhere to and achieve the principles outlined above.

10.3 Ongoing Community Consultation

In response to community expectations regarding ongoing consultation, information will continue to be more broadly disseminated to the community through a range of different communication tools, including factsheets, articles in the local paper or the Manningham Matters magazine, via media releases

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and on Council's website. In addition, council officers will also be available to respond to phone or counter enquiries as required.

Furthermore, in order to best facilitate project-related community engagement, it is intended that a 'community reference group' be established. The purpose of this group will be to facilitate community input and contribution to the final design and delivery of the project and provide a communication bridge between Council and the local community, during each of the six stages of the road upgrade works.

Membership on this group is intended to include a mix of residents, local community members, representatives from local community groups, Council officers and a local ward Councillor. It is intended that this group will be established by early 2017, with community membership sought via an Expression of Interest (EOI) process.

11 Recommendations

Jumping Creek Road is an important link road in this region of Melbourne. Any adopted solution needs to meet relevant road functionality and safety objectives and ensure a balance is achieved between the competing objectives of upgrading the road, whilst preserving insofar as practical, the natural environment (flora and fauna) and semi-rural character of the corridor.

After considering the existing conditions, strategic context, identified issues and a range of potential solutions, the identification of a recommended course of action has emerged – to upgrade Jumping Creek Road and provide for suitable access for all road users through the corridor.

This is to be achieved by increasing the width of the road and improving the road's vertical and horizontal alignment to address existing safety issues. Construction of the road including kerb and channel, underground drainage and guardrail and/or appropriate barriers limits the road formation width, thereby minimising negative impacts on trees and other native vegetation. A separate shared path will compliment the road works, and provide for a safe dedicated pedestrian and cycling facility.

The matters identified in this Framework have informed the development of best value solutions for providing safety improvements to Jumping Creek Road that will satisfy the functional demands of the road, including provision for all road users, taking account of expected traffic growth and providing adequate emergency access in the region.

Ongoing design and planning will also need to involve community engagement to facilitate input into the project development.

The recommendations of external agencies, consultants, relevant authorities and others, including any Road Safety Audits and numerous flora and fauna reports, will need to be further considered and will inform the approvals processes as part of the planning and design for the road upgrade.

A number of issues have been documented through the public consultation phase which needs to be referred for consideration through the project planning, detailed design and construction phases, as set out in Section 11.1 of the Framework below.

11.1 Key Matters to be considered in Planning and Design

Based on feedback received from the community, the following key matters require consideration as part of the ongoing planning and design of Jumping Creek Road:

- **Shared Path:** The alignment and surface treatment to be resolved with community consultation and to suit the target users. The shared path solution needs to be in keeping with the character of the Green Wedge.
- **Homestead Road intersection:** Concerns were raised regarding congestion at the intersection with Jumping Creek Road and requests for the installation of a roundabout require further investigation. Support would be required from the Shire of Yarra Ranges prior to any intersection improvements.
- **Dudley/Yarra/Jumping Creek Roads intersection:** Considerable concerns and feedback from the community regarding the proposed concept design for this intersection stating the need for redesign to incorporate both intersecting roads, potentially including the installation of a larger single roundabout, that can improve access, safety for school children and cater for heavy traffic including buses. In addition, numerous requests were received to reduce the speed limit through this area, particularly during school peak periods.

- **Vegetation:** Review and suitably consider the impacts of the works and methods to preserve vegetation where possible. Transparency is required in relation to the impacts of proposed vegetation removal. The use of safety barrier to minimise tree losses is generally supported. There is a need to update vegetation studies to inform the design and planning approvals processes.
- **Fauna:** Appropriate and suitable locations to be determined for wildlife (fauna) crossings. Provisions need to be made for displaced fauna. Wildlife warning signage needs to be improved.
- **Ecosystems:** Ensure the road design at in the vicinity of Stane Brae Court and 117-123 Jumping Creek Road considers the existing wetland ecosystem and fauna corridor in this area.
- **Staging of works:** Support for acceleration of the delivery of works through the Wonga Park township.
- **Equestrian:** Provision for equestrian/horses along the corridor needs to be resolved, in keeping with Council's *Horse Riding Strategy*.
- **Street lighting:** Concerns were expressed regarding the potential impacts of street lighting on abutting properties and on wildlife. Consideration needs to be given to a balanced approach which addresses safety, environmental and amenity considerations.
- **Fire hydrants:** Consideration needs to be given to the provision of fire hydrants along the length of Jumping Creek Road.
- **Communication and future consultation:** Strong support was expressed for the provision of regular updates on project progress through Council's website, newsletters or potentially an on-line forum.
- **Roundabouts:** Comments were received both opposing and supporting the installation of roundabouts. Concerns were raised regarding potential impacts for abutting properties. Consideration needs to be given to incorporating pedestrian crossing facilities. In addition, consideration needs to be given to aesthetics for the completed works.

- **Safe pedestrian crossing facilities:** Consideration for the provision of pedestrian refuge islands along the corridor, and in particular across Jumping Creek Road immediately west of Hooper Street and Hartley Road and across Dudley Road.
- **Vehicle Crossovers:** Provide private property owners with the option of having their vehicle crossings constructed by the contractor while on site, at property owner cost.
- **Proliferation of street signage:** Undertake an audit of the number of existing and proposed street signs, as part of detail design – to rationalise the extent of signage provided.



12 Attachments



**ATTACHMENT 1 – Design Speeds: Existing
Conditions**



ATTACHMENT 2 – Jumping Creek Road Traffic Counts

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**ATTACHMENT 3 – Jumping Creek Road Traffic
Counts: Morning Peak**

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**ATTACHMENT 4 – Jumping Creek Road Traffic
Counts: Evening Peak**



**ATTACHMENT 5 – Austroads Vehicle Classification
System**



**ATTACHMENT 6 – Traffic Classifications at Each
Count Site**



**ATTACHMENT 7 – Jumping Creek Road Crash
Locations**



**ATTACHMENT 8 – VicRoads Definitions for
Classifying Accidents**

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**ATTACHMENT 9 – Planning Overlay Maps: ESO1,
ESO2, ESO3, ESO4**

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ATTACHMENT 10 – Planning Overlay Map: SL01

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ATTACHMENT 11 – Planning Overlay Map: LSIO, WMO

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**ATTACHMENT 12 – Jumping Creek Road: Roadside
Vegetation Significance Map.**

ATTACHMENT 13 – Supplementary Report
‘Considerations under the Biodiversity Assessment
Guidelines for Jumping Creek Road Upgrade,
Warrandyte Victoria’, (Ecology and Heritage Partners
Pty Ltd, March 2015)

**ATTACHMENT 14 – ‘*Flora and Fauna Assessment:
and Net Gain Analysis of Jumping Creek Road
Reserve, Wonga Park, Victoria*’, (Ecology Partners
P/L (Aboltins A., Hynes L. & Froid D), January 2008)**

ATTACHMENT 15 – ‘Net Gain Analysis of the concept design for the proposed Jumping Creek Road Upgrade, Warrandyte-Wonga Park’, (Ecology Partners P/L, 2010)

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**ATTACHMENT 16 – ‘Spring Survey of Jumping Creek
Road Reserve, Warrandyte Victoria’, (Ecology
Partners P/L, April 2009)**



**ATTACHMENT 17 – Jumping Creek Road Upgrade
Map**



ATTACHMENT 18 – Preliminary Concept Design Plans

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Topic / Theme	Comments	Officer Response
<p>JCR & Homestead Road intersection</p>	<ul style="list-style-type: none"> Overwhelming support for improvements to Jumping Creek Road and Homestead Road intersection, including installation of a roundabout, to improve traffic flow and access, reduce congestion and address safety issues. 	<ul style="list-style-type: none"> A business case will need to be prepared for any change to this intersection, as it falls outside of the current project scope and budget. Officers to investigate resident concerns regarding the operation of the intersection and identify a preferred treatment option in consultation with the community. Officers to liaise with Yarra Ranges Shire Council (the responsible road authority for Homestead Road) officers to assess the level and timing of support for any necessary improvements. No changes to be made to the current concept plans (contained in the Framework) at this stage. Add this item to the 'Considerations' Chapter of the Framework.
<p>JCR & Yarra/Dudley Roads intersection</p>	<ul style="list-style-type: none"> Considerable concerns and feedback from the community regarding the proposed concept design for this intersection stating the need for redesign to incorporate both intersecting roads, potentially including the installation of a larger single roundabout, that can improve access, safety for school children and cater for heavy traffic including buses. Numerous requests to reduce the speed limit through this area, particularly during school peak periods. Concerns raised regarding safety in Dudley Road. The speed of traffic entering Dudley Road from Jumping Creek Road particularly for left turns into Dudley Road is a concern. 	<ul style="list-style-type: none"> Review the operation and design of the intersections as part of 'Detailed Design' phase. Add this item to the 'Considerations' Chapter of the Framework. A request has previously been made to VicRoads to reduce the speed limit in this area during school pick up and drop off periods (May 2016). VicRoads have approved these improvements. Council to consider installing a pedestrian refuge island on Dudley Road (to replace existing traffic island), in the immediate future (in advance of Stage 3 upgrade to this section of Jumping Creek Road). Works to this section of Jumping Creek Road to be expedited to form as Stage 3 of the road upgrade (with works to commence in 2019/20).

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Topic / Theme	Comments	Officer Response
Cycling	<p>Request to also install a pedestrian refuge island for pedestrians crossing Dudley Road near Jumping Creek Road.</p> <ul style="list-style-type: none"> • Concerns (skepticism) regarding cyclists using the road for recreational purposes, instead of the shared path. • Widening of the shoulder on JCR would help cyclists. 	<ul style="list-style-type: none"> • Cyclists have the same right as a motor vehicle to use the road pursuant to the 'Victorian Road Safety Road Rules 2009' which defines a 'bicycle' as a 'vehicle' to which all the same road rules apply (i.e. can only encourage cyclists to use the shared path). • Widening of the road shoulders is not supported as this approach will exacerbate vegetation losses and may increase land acquisition requirements.
Shared path	<ul style="list-style-type: none"> • Various views regarding the type of surface material to be used: <ul style="list-style-type: none"> ○ Sealed surface can lead to cyclists speeding. ○ It will not promote use by horse riders – therefore should be gravel. ○ Will not respect the character of the Green Wedge. ○ However, sealed surface needed for prams, to provide a safe even surface and attract cyclists and pedestrians off the road, and reduce ongoing maintenance requirements and costs. • Need guarantee that shared path will be constructed (not just a promise with no commitment). 	<ul style="list-style-type: none"> • The appropriate treatment will be determined, following consultation with the Community Reference Group and key stakeholders. • Council is committed to the provision of the shared path as part of this project (funding provided), as it supports many Council objectives (Principle Pedestrian Network, Bicycle Strategy etc). • Alignment of the shared path through the Wonga Park township will need to be finalized during detailed design, and in collaboration with the Community Reference Group. • The above considerations will be reflected in the Framework, where appropriate.

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Topic / Theme	Comments	Officer Response
<p>Consideration for horses / equestrian facilities</p>	<ul style="list-style-type: none"> Some concern at the lack of consideration for horse riding along the corridor in the draft Framework. Provision for horses was included in the original consultation with the community in 2011, yet no longer seems to be included. Mixed community opinion regarding provision for equestrian uses along the shared path. 	<ul style="list-style-type: none"> There is a general lack of data on the level of equestrian use along this corridor (further assessment is required). JCR is identified as a preferred equestrian route in Council's Horse Riding Strategy (2002). Consultation will be undertaken in collaboration with the Community Reference Group and stakeholder groups, to consider need and options. Comment to this effect will be outlined in the Framework.
<p>Construction impacts from other utility upgrades</p>	<ul style="list-style-type: none"> Completion of sewer in Wonga Park not finished. Will this result in ongoing construction and interruption? Are we aware that the NBN will be rolled out in this area in 2017? 	<ul style="list-style-type: none"> Project engineers to liaise with Yarra Valley Water (YVM) and NBN to determine rollout dates and where feasible, coordinate delivery of service utility works.
<p>Drainage matters</p>	<ul style="list-style-type: none"> Ensure that new kerb and channel will drain water away from properties to dedicated drainage outlets. Can kerbs be designed to allow vehicles to mount them? 	<ul style="list-style-type: none"> Water will be drained to appropriate outlets in accordance with the requirements of the Water Act. Kerb and Channel is proposed to be semi-mountable. Comment to this effect will be outlined in the Framework.
<p>Reconstruction of crossovers</p>	<ul style="list-style-type: none"> Clarity regarding what material will be used for new driveways. Who will pay for new, reconstructed or semi-constructed crossovers and driveways? 	<ul style="list-style-type: none"> Provide further clarity in the Framework regarding responsibility (financial and construction) for crossovers: <ul style="list-style-type: none"> If a sealed shared path is constructed, at the intersections with unsealed (crushed rock) vehicle crossings, the shared path will be widened at the crushed rock vehicle crossing to ensure that the shared path edges are not damaged as a result of vehicle traffic crossing the path. These works will

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Topic / Theme	Comments	Officer Response
		<p>be undertaken at Council cost.</p> <ul style="list-style-type: none"> o Accordingly, there will be no requirement to initiate a special charge scheme to facilitate the proposed Jumping Creek Road works. o Consideration has been given to the location of Jumping Creek Road within a rural environment, when considering options for modifications to existing vehicle crossings. Where a vehicle crossing has already been constructed and sealed, should the crossover require adjustment to suit the proposed works, these works will be undertaken at Council cost. Where crossovers are not currently sealed (i.e. gravel) and require adjustment to match finished surface levels, they will be regraded with crushed rock to suit the proposed levels at Council cost. Property owners will also be given the option of having their vehicle crossings constructed by the contractor while on site, at property owner cost. <ul style="list-style-type: none"> • These matters will be further determined in collaboration with the Community Reference Group.
Economic & Social Impacts	<ul style="list-style-type: none"> • Concerns about impact of road development on value and return for property (and others), and on ensuring amenity (noise/volume/safety) are addressed in the design phase. i.e. estimated risks to residents and landowners resulting from the works. 	<ul style="list-style-type: none"> • The proposed road improvement works to Jumping Creek Road will reduce the risk to all road users, including pedestrians and cyclists, improve access from intersecting roads and minimise impacts on the landscape value of the road through using design solutions and construction techniques that will minimise vegetation loss compared with standard construction techniques. A new road surface will reduce traffic noise.
Communication & future	<ul style="list-style-type: none"> • General requests to receive regular updates on project and opportunity for input during 	<ul style="list-style-type: none"> • A Community Reference Group will be established, to enable

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Topic / Theme	Comments	Officer Response
consultation	<ul style="list-style-type: none"> detailed design. Request that the Council publish on the council web site detailed responses to all submissions. Can a dedicated online forum/website be created to update residents on progress? Can a newsletter be distributed to all residents with regular updates? 	<p>community contribution and input into ongoing design.</p> <ul style="list-style-type: none"> Regular updates of project progress will be provided to residents of the area via the Your Say Manningham website, distribution of newsletters, factsheets etc. This document has grouped community comments under common 'themes' and provides responses to the main issues raised. In early June 2016, all submitters were provided an acknowledgement letter and factsheet. Previous and all ongoing communication will be detailed in the Framework. An Engagement and Communications Plan has been developed to guide future community engagement in respect of this project.
Vegetation removal	<ul style="list-style-type: none"> Concerned about the lack of transparency about the enormous scale of tree and native vegetation loss associated with this proposal. Can Council mark trees, with ribbons or markers, or the areas proposed for loss so the community can better understand what's being proposed? Safety Assessments and Net gain Analysis are outdated studies, and need to be updated. Suggestions to replant within the road reserve, plant indigenous plants and grasses of the same species of the vegetation removed and consider early planting. How will early planting be undertaken? How 	<ul style="list-style-type: none"> Review matters related to vegetation removal and provide clarity and comment in the Framework, to the effect of the following: <ul style="list-style-type: none"> The Framework contains the 2008 and 2015 Ecological Reports which identify the scale of potential vegetation removal based on the concept plans for the road. Potential losses associated with the shared path are yet to be quantified. Detailed supplementary Assessments in line with the State Governments 'No Net Loss' Guidelines (introduced 2013) and reports will be undertaken as part of each stage of the project as detailed design proceeds. Offset planting requirements will be determined for each stage in accordance with the No Net Loss Guidelines and will be undertaken in accordance with the guideline principals of planting indigenous plants in the vicinity of the

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
 Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
Fauna Issues	<p>will maintenance requirements of replanting be managed?</p> <ul style="list-style-type: none"> • Preference for use barriers/guardrail to reduce vegetation loss wherever possible and use of construction methods sympathetic to local flora and fauna. • Need to check for and care for (re-homing) wildlife when felling trees. • Applaud Council for making road safer including removal of dangerous curves, power poles & trees and support for cutting down as many trees as needed for safety as this is a once off opportunity including overhanging and unsafe trees for safety especially during bush fires. 	<p>vegetation removal if possible but must be on land controlled by Council. Planting will take place at the earliest opportunity once detailed requirements are known.</p> <ul style="list-style-type: none"> ○ Methods of planting and maintenance will depend upon the type of species and locations of offset planting. ○ Council is obliged to follow all necessary environmental and planning approvals, provisions and guidelines. ○ Use of kerb and channel, barriers (guardrail) and retaining walls are design treatments proposed for this project to minimise the footprint of the works and retain the maximum amount of vegetation while still providing a safer road and shared path. ○ Trees identified for removal will be marked to ensure only those trees are removed. The trees will be inspected by an appropriate consultant to assess fauna impacts and remedial measures as required. ○ Local environmental and land care groups will have opportunity for involvement in flora and fauna management during implementation of this project. ○ Construction contractor will be required to minimise damage to other vegetation while removing trees and will confine construction equipment to defined areas to protect remaining vegetation.
	<ul style="list-style-type: none"> • No wildlife corridors crossings identified. • Build an underground passage near the bridge, since that is the crossing for wombats and wallabies and create aerial wildlife 	<ul style="list-style-type: none"> • Consider comments in design and reflect responses in the Framework: <ul style="list-style-type: none"> ○ Individual wildlife crossing locations and type will be

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
 Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
	<p>crossings (ropes) for arboreal species.</p> <ul style="list-style-type: none"> • General concerns with displacement of habitat and animals when vegetation is removed – need for plan to relocate displaced fauna within the road reserve (and provision of nesting boxes for relocated animals) • Consider provision of an animal corridor between Hooper Road and JCR Reserve. • Provide more signage to warn motorists of kangaroos and fauna in the area. • Concerned about number of animals killed on road – Consider possible reductions in the speed limit for full length, or at least have a speed reduction at night to protect wildlife. 	<p>identified during detailed design for each stage..</p> <ul style="list-style-type: none"> ○ Relevant wildlife experts (Biologist/Zoologist) will be engaged during the design process to assist in determining appropriate treatments. ○ Wildlife corridors will be considered during detailed design. ○ Signage and road markings will be employed to warn motorists of wildlife, particularly kangaroos. ○ Road speed limits are controlled by VicRoads.
<p>General traffic and design matters</p>	<ul style="list-style-type: none"> • Will there be any truck curfews (e.g. size of vehicle or night use)? • Concerns regarding traffic noise from trucks braking, particularly near intersections and on approaches to proposed roundabouts. • Provision of signage discourage use of trucks engine brakes. • Ensure that emergency stopping bays are appropriately spaced along the corridor and can serve as future bus stops. • Traffic counts in the current report are outdated. From 6.30 am onwards (Mon- Fri) 	<ul style="list-style-type: none"> • Consider traffic concerns and reflect responses in the Framework: <ul style="list-style-type: none"> ○ Powers to restrict truck traffic access rests with VicRoads, not Council. Vic Roads has been approached and does not support truck curfews on Jumping Creek Road (confirmed, May 2016). ○ Appropriate signage exists and shall be maintained to discourage trucks using engine breaks. Roundabouts have previously been installed on several other Council Link Roads including Park Road and Old Warrandyte Road. The treatments are effective in reducing the speed environment along roads. While truck braking can generate noise, significant safety benefits will arise as a result of reducing the speed environment along Jumping

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
 Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
	<p>there is a constant stream of traffic especially trades vehicles looking for an alternative route.</p> <ul style="list-style-type: none"> • Nothing in framework that considers the impact of proposed changes of traffic levels on traffic congestion morning and night, commute times and delayed emergency response times. • West of Yarra Road there are many indigenous trees and shrubs very close to the edge of the bitumen on the south side. Could the alignment of the road be moved slightly? • Too many signs along the road. Undertake an audit to rationalize the number of signs. • Consider installation of centre barriers and/or pedestrian refuges to discourage overtaking at key sections along the road. 	<p>Creek Road.</p> <ul style="list-style-type: none"> o Emergency stopping bays are proposed approximately 800m apart. Emergency bays are not suitable for use as bus bays as they would need to be larger to accommodate buses and car parking is prohibited in bus bays. Should a bus service be introduced along Jumping Creek Road, bus stops can be constructed at that time.. o Traffic counts include latest data available. o The primary focus of the road upgrade is to make the road safer for all users while minimising impacts on the flora and fauna. The design will provide for growth in traffic volumes over the next twenty years. Improved traffic conditions will help traffic flow however traffic in peak periods may still experience some congestion. o One of the key considerations in the detailed design of the road will be minimization of environmental impacts resulting from the proposed works. There are however constraints associated with a range of other factors including service authority assets. Opportunities to adjust the road alignment to reduce tree removal west of Yarra Road will be considered during the detailed design. o An audit of signs can be considered during the detailed design. o Pedestrian refuges are provided where pedestrian crossing activities justify the installation. Line marking will be undertaken to permit overtaking only where safe to do so.

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
 Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
<p>Overtaking Issues</p>	<ul style="list-style-type: none"> Should be at least one uphill overtaking lane in each direction so that slow moving trucks/tractors/bicycles/etc can be overtaken safely. Provide a continuous centre line to discourage overtaking through the Wonga Park Township. Support implementation of appropriate line marking so drivers desist from overtaking. 	<ul style="list-style-type: none"> Overtaking lane not achievable due to restrictive road reserve and lack of land. Will also require significantly more vegetation removal. Emergency bays will allow very slow vehicles to pull over for traffic to pass. The shared path will provide an off road facility for cyclists. Centre of road line marking will be provided in accordance with Vic Roads standards and limit overtaking where it is unsafe to do so.
<p>Speed & Enforcement / Traffic Speeds</p>	<ul style="list-style-type: none"> Request for Police enforcement of speed limit and provision of speed cameras. Support use of speed cameras and police involvement to enforce speed limit Reduce speed to 50kph A better aligned road will increase speed and not make it safer for anyone, including the increasing number of road-bike users. Yarra Rd/Jumping Creek Rd/Dudley Rd- suggest decreasing the speed around that junction to 50 kph, and installing illuminated flashing speed signs. Reduce speed limits at roundabouts to 40kph 	<ul style="list-style-type: none"> The current regulatory road speed limit is 60 kph having been reduced from 70 kph in 2000. VicRoads approval must be secured for any changes to speed limits. Applications to alter speed limits need to take account of the current speed at which 85% of traffic is travelling, the level of abutting development and other factors. Given the nature of the development along Jumping Creek Road, it is highly unlikely that VicRoads would support speed reduction to 50kph along the full length of the road. Application has been made to VicRoads for a 40 kph speed limit over a length of Jumping Creek Road of approximately 200 metres centred on the school crossing within the Wonga Park township, to coincide with school drop off and pick up periods. Advice has been received that this application has been successful. (May 2016). Speed camera's and enforcement of speed limits is not a council function, however resident concerns will be brought to the attention of the local police. Roundabouts are designed to limit vehicle speeds to 40kph

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
<p>Roundabout designs & new roundabouts</p>	<ul style="list-style-type: none"> • Can roundabouts be designed to avoid vehicles driving straight over them? • Can they include a flower bed or vegetation in the middle, to improve appearance? • Will there be provision for pedestrian crossings at roundabout locations (i.e. Hooper Road). • Intermediate roundabouts at the State Park, Hooper Road and Hartley Roads may not significantly slow traffic but inconvenience heavy traffic that has to slow to negotiate 	<p>(approx) by deflecting the trajectory of vehicles passing through the roundabout. As such, there is no need to install speed restrictions at roundabout locations.</p> <ul style="list-style-type: none"> • The design speeds associated with the existing crests and horizontal curves along Jumping Creek Road are not to a consistent standard and this results in a challenging road environment for motorists. One aim of the road design is to improve the consistency of speed environment along the road, to provide a safer road environment. Roundabouts are proposed at regular intervals to reduce the speed environment along the road. In addition, improvement of the sightlines along the road will improve safety for residents accessing and exiting abutting properties. Lighting will also be reviewed along the road length. Kerb and channel provided on both sides of the road will improve delineation and permit the removal of the hazardous roadside open drains. The provision of a shared path will permit cyclists to travel off road. The development of Jumping Creek Road will significantly improve safety for all road users..
	<ul style="list-style-type: none"> • Can roundabouts be designed to avoid vehicles driving over them in cases where there are wider road reserves and no constraints, but they must cater for all types of traffic including emergency vehicles, trucks and buses . • The detailed design of roundabouts (size, type of construction and infill treatment) is controlled by accepted design standards, the area of land available to accommodate the roundabout, traffic types (cars, trucks, buses) flows and pedestrian movements. Larger central 	<ul style="list-style-type: none"> • Consider roundabout design concerns and reflect responses in the Framework. <ul style="list-style-type: none"> ◦ Roundabouts can be designed to avoid vehicles driving over them in cases where there are wider road reserves and no constraints, but they must cater for all types of traffic including emergency vehicles, trucks and buses . ◦ The detailed design of roundabouts (size, type of construction and infill treatment) is controlled by accepted design standards, the area of land available to accommodate the roundabout, traffic types (cars, trucks, buses) flows and pedestrian movements. Larger central

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Topic / Theme	Comments	Officer Response
	<p>roundabouts and too tight for any large articulating vehicle or a large towed trailer or caravan to turning not drive over the top of the roundabout during turning manoeuvres.</p> <ul style="list-style-type: none"> • There seems no valid reason for a roundabout at Hartley Road - low traffic volumes on Hartley Rd not warrant it. • Some general objections to the construction of roundabouts on Jumping Creek Rd as they always have a congesting effect on roads with high traffic volumes. • Concern from adjoining residents regarding the impact of roundabouts to their properties. • Suggest roundabout at Upton Court or double lines to discourage speeding and passing between Hartley & Yarra Roads. 	<p>islands which can accommodate vegetation in the central island generally require a larger footprint, resulting in increased loss of existing vegetation at the roadside. It is unlikely that the construction of larger roundabout central islands will be feasible owing to the existing constraints along the road.</p> <ul style="list-style-type: none"> ○ The provision of a pedestrian crossing will be considered as part of the development of the Hooper Street roundabout. ○ Roundabouts are designed to improve traffic flow at intersections, to slow vehicle speeds, accommodate pedestrian movements (if required) and generally allow more opportunities for traffic to turn into and from the roads intersecting with the main thoroughfare. Roundabouts are proposed at regular intervals primarily to assist with reducing the speed environment along Jumping Creek Road. Roundabouts were proposed at the intersections of Hartley Road and Yarra Road with Jumping Creek Road to this end. The intersection of Upton Court is only 200 metres from the Hartley Road intersection and an additional roundabout at this location may not be warranted. ○ In some cases roundabouts due to the nature of their design may cause traffic to travel closer to the road boundary. Where this may impact on the amenity of persons living in the adjoining property, consideration will be given to reducing impacts through landscaping. Roundabouts also reduce speeds locally and ease property access for abutting residents. ○ The use of line marking between Hartley & Yarra Roads will

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
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Topic / Theme	Comments	Officer Response
<p>Timing & staging of works</p>	<ul style="list-style-type: none"> • Clarify staging and timing of works. • Can we consider starting works in Wonga Park Township earlier? • Will JCR works compete with works to duplicate Warrandyte Bridge? May exacerbate traffic disruptions and delays. • General concerns regarding the six year project delivery timeframe, and impact to residents, road users and the amenity of the area. 	<p>be considered when designing the road to limit the opportunities for vehicle overtaking to locations which are safe.</p> <ul style="list-style-type: none"> • Further clarity will be provided in the Framework regarding the staging and timing of works, and why the project is being delivered over six years. • The priority of the stage of roadworks through the Wonga Park township will be brought forward (to form as Stage 3 of the project). Planning and design in the Wonga Park township to be facilitated in associated with community consultation from late 2017. • Works on Jumping Creek Road face a number of constraints and will need to be staged to : <ul style="list-style-type: none"> ○ Avoid total closure at any one time; ○ Cater for the bushfire sensitivity of the area and emergency access and egress during the fire danger period. • Restricted hours of work could be considered to reduce potential congestion at peak times but this approach will increase the duration of the construction works. The works will be staged to limit construction during the fire danger period each year.
<p>Street lighting</p>	<ul style="list-style-type: none"> • Clarity on when and where future street lighting will be provided, and how this might impact adjoining land owners. • Proposed street lighting not supported as will increase light pollution, affect local wildlife and disrupt rural amenity of the area. 	<ul style="list-style-type: none"> • Street lighting improvements along Jumping Creek Road will be designed to balance the competing demands associated with road safety, environmental and amenity considerations, in consultation with the Community Reference Group.

Jumping Creek Road Development Framework - Summary of Community Comments (May/June 2016)
Website, Information Sessions and Emails (based on a total of 61 submissions)

Topic / Theme	Comments	Officer Response
Water hydrants	<ul style="list-style-type: none"> Can we consider provision of water hydrants along the corridor? 	<ul style="list-style-type: none"> Officers to liaise with YVW and the CFA to determine existing hydrant locations and the need or otherwise for additional hydrants. Any requirements for additional hydrants can be referred for consideration through the detailed design process.

Engagement and Communications Plan – Jumping Creek Road

Part A - Engagement Plan

Community Engagement Principles

Manningham City Council actively promotes a best practice approach to community engagement adhering by the International Association for Public Participation (IAP2) standards and abiding by their core values. Council has adopted a set of Community Engagement Principles based on the core values that underpin our engagement process.

These principles aim to ensure that:

- Those who are affected by a decision have a right to be involved in the decision making process.
- The public's contribution will be considered in making the decision.
- The needs and interests of all participants should be recognised.
- The process seeks out and involves all those potentially affected.
- Participants have an opportunity to have a say in how they are consulted.
- Participants are well informed to enable meaningful participation.
- Participants are informed about how their input affected the decision.

1. Project Details

Project Title

Jumping Creek Road Upgrade (2016 to 2023)

Project Location

Jumping Creek Road, Warrandyte and Wonga Park

Lead Project Officer / Advocate

Chris Sfetkidis

Contact Phone Number

9846 0572

Email Address

Chris.Sfetkidis@manningham.vic.gov.au

Project Support Officer

Todd Brewster

Contact Phone Number

9846 0569

Project Start Date

1 August 2016

Project End Date *(or type ongoing with additional comments in the box below)*

30 June 2023

Comments:

This will be a fluid document to guide ongoing consultation throughout the delivery of the road upgrade, to be delivered in 6 stages between 2017 and 2023.

2. Is this a one off consultation or does your project need consultation at various stages of your project?
(Please indicate the dates for commencement and completion in the table below).

	Phase Name (if applicable)	Start Date	Finish Date
Phase 1	Establish and facilitate a representative Community Reference Group (with rolling membership)	Mid/Late 2016	December 2023 (TBC)
Phase 2	Design & deliver stage 1 of the JCR upgrade	August 2016	October 2018
Phase 3	Land Acquisition commencing with Stage 1 and 2 properties.	November 2016	June 2018
Phase 4	Design & Delivery of Stages 2 to 6	June 2017	2023

1. Establish Engagement Purpose

3. What is the purpose of this engagement activity?

- a) To establish and engage with members of the Community Reference Group and collaborate with the Group throughout the design, consultation and delivery of the road upgrade, to identify and address community concerns and incorporate community preferences as part of the project development.
- b) To continue to engage with affected property owners and other key stakeholders throughout the design and delivery of the road upgrade.

4. Do you have budget for consultation?

Yes

Amount / Comments on the project budget?

Existing staff resourcing (ETS/EEP/SP/CRM) will be used to facilitate the community consultation and communication process. At this stage, additional funding is not anticipated.

2. Identify Stakeholders

5. Externally, who are the key people / groups potentially affected by this project? Please check all that apply.

- Affected residents
 All Manningham residents
 Resident Association(s)

- Property owners
- Individual businesses / local traders
- Business Association(s) / Trader Group (W'dyke Traders/Business Association)
- Community groups / organisations
- Sporting clubs / associations
- Kindergartens / Childcare Centres / Playgroups
- Environmental groups
- Media
- Special interest groups
- Religious organisations / networks
- Service Clubs / Probus Groups
- Members of Parliament
- Relevant Committee / Industry Networks
- Regional Networks / Forums
- Neighbouring Councils
- Emergency Services (e.g. Police, CFA, Ambulance)
- Consultants
- Primary Schools (Wonga Park Primary)
- Secondary Schools
- Tertiary institutions / further education providers
- Neighbourhood Houses
- Government Agencies (Parks Vic & Melbourne Water)
- Other External Stakeholders (please detail):

KEY - Warrandyte Community Association
 KEY - Wonga Park Environment Group
 KEY - Friends of Warrandyte State Park
 KEY - Middle Yarra Land Care Group
 Manningham Bicycle Users Group (BUG)
 Local Equestrian Group
 Human Seeds (Director, Adriana Simmonds)

6. Internally, who are the key people/groups potentially affected by this project? Please tick all that apply.

- Councillors
- EMT
- Staff
- Working Groups/Advisory Committee
- Other External Stakeholders (please detail) Friends of Warrandyte State Park

**3. Identify Potential Risks/
Sensitivities**

7. Potential Risks/Sensitivities. Please tick all that apply.

- Resident Opposition to project
- Media Risk
- Financial
- Occupation Health and Safety
- Legal
- Community Expectations
- Environmental
- Relocation of services/tenants

- Political Intervention
- Opposing Stakeholder Views
- No Risks Identified
- Other (please specify): Risk and Matters relating to private property acquisition and compensation.

8. For consultation involving participants from Culturally and Linguistically Diverse (CALD) backgrounds do you require the following:

- A Translator
- An Interpreter

Service Units may be required to fund the cost of interpreter/translator services. For more information, please contact Communications and marketing on Ext 414.

Note: Please ensure you attach your supporting documents to support this consultation. Supporting documents may include a Project Brief, Business Case, TEA Report, Policy/Strategy Review, Infosumm, Issue Briefing Note, EMT Action item, Map of location etc. Alternatively, please add the file path to your documents in the space below.

4. Meet the Engagement Team on Engagement Activities

Engagement Activity Action Plan

9. Notes – Project Information

Ongoing consultation is required throughout the 6-Year staged delivery of the JCR upgrade.

This will include consultation with affected land owners, community updates, facilitation and contribution from the Community Reference Group, liaison with interested parties and stakeholders, internal communications (to staff and Councillors), and other parties to be identified in future.

This will be a fluid process, as timeframes, impact and project implications may change through the staged delivery process. It is likely that the membership of the Community Reference Group will change over time as the focus of the group shifts from broader issues which impact the entire length of Jumping Creek Road to consultation targeting individual stages of the works.

- Hard copy survey (potential Special Rates and Charges Scheme)
- Telephone survey
- Online survey
- Your Say Manningham (Online Tool)
- Household Panel
- e - kiosk
- Intercept survey
- Advice on engagement techniques (e.g. World Cafe/Charrett)
- I.D. Demographic profiling
- External workshop
- Internal workshop

- Public Exhibition period
 Public forum
 Focus group facilitation
 Event activity
 Information session
 Factsheet
 Letter
 Other (please specify):

11. Engagement Activity Action Plan – Please complete the table below.

	Stakeholder Group	Level of Engagement	Engagement Method	Supporting Unit	Timeframe
1	All property owners/occupiers on Jumping Creek Road & nearby residents & all attendees to the Community Information Session	Inform	Letter and Factsheet <i>To inform of endorsed Framework, and where to from here.</i>	SP	Late 2016 – Post formal endorsement of the Framework by Council on 26 July 2016.
2	Prospective Community Reference Group (Advertise for members)	Consult (nominations / EOI & initiation)	Warrandyte Diary ad Council website & YSM site Warrandyte Community Centre Warrandyte Library Wonga Park Primary School newsletter Wonga Park Tennis Club	ETS	Late 2016
3	Community Reference Group Members	Collaboration	Ongoing meetings Correspondence	ETS	Ongoing basis 2016-2023
4	Passing Motorists / local community	Inform	Signage – Roadside Project Information Board (Council proponent)	ETS / CRM	Early 2017 (ongoing throughout construction)
5	Property owners along Stage 1 & 2 of JCR (Planning & Environmental Approvals – Planning Permit/s)	Inform	Advertising of Planning Permits (Third Party Appeal Rights) through normal statutory planning process.	Statutory Planning	Stage 1 – 2016/17 Stage 2 – 2017/18
6	Property owners in Stage 1 & 2 with land to be acquired	Inform & Consult	Individual meetings Letters Factsheets	ETS / Property Services	2016 to 2018
7	All property owners/occupiers of Jumping Creek Road affected by works	Inform & Consult	Correspondence Meetings Factsheets	ETS	Ongoing 2016 – 2023 on a stage by stage basis
8	Councillors / EMT	Inform	InfoSumm Presentation to SBS as required	ETS	As required, on an as needs basis Monthly InfoSumm item
9	Broader community	Inform	YSM website Factsheets & letters	ETS	Ongoing 2016 - 2023
10	Yarra Range Shire Council	Consult	One on one meeting Correspondence	ETS	During Wonga Park phase of works

Part B – Communications Plan

5. Communications Plan

The Communications and Marketing Unit provides a range of services to foster communication between Council and the community. This form will assist you in the planning of all communication activities. For guidance in completing this, call Communications and Marketing on ext 116 or 402.

What is the purpose of this Communication Plan?

A communication plan is a roadmap for getting your message across to your audience/stakeholders. Spending time planning your approach will improve your ability to achieve your desired outcome. This can be done by setting clear goals and objectives.

12. Goals – What are the project communication goals or overall aim of the communication effort?

- a) To keep the community and any interested parties informed throughout the delivery of the project/upgrade.
- b) To communicate impacts and mitigate adverse issues/impact to the community.
- c) To ensure the community remains actively and positively involved in the staged works for the length of the project

13. Objectives – What are the project communication objectives?

Objectives are the subset of goals and should be expressed in concrete, measurable terms and are used to specify exactly what needs to be achieved by the actions set out in the communication plan.

Aim to communicate with the local community members and local media on a regular basis, through community updates.

More regularly through updates to Your Say Manningham, social media

14. Key messages – What do you want to communicate to your stakeholders

What do you want to say? The content of any communication material prepared for this project should address the reason the audience will be interested in the project. Key messages are the most succinct statement of the message/s you want your stakeholder/s to receive, and help everyone focus on exactly what is being communicated, thereby reducing the possibility of mixed messages. They should be clear, benefit-oriented, and written in language that your audience can understand and relate to.

Please list the key information you want each of your stakeholders to know?

- When and how works are to be undertaken.
- Key contacts and avenues for input into the project development
- Why Council is undertaking this project.
- Outline benefits of the upgrade.
- Communicate costs, timing and impacts.

15. Please comment on any issue or steps that need to be taken from a Risk Management perspective?

- Media briefing/updates on works and progress of stages
- Advanced warning of interruptions to road access or services to local community and road users
- Manage community expectations for each stage and for the entire project
- Explain and implement the Special rates and charges process in accordance with Council policies, if required
- Explain the reasons, benefits and process for land acquisition

16. Timing

- Throughout the project with special emphasis on relevant staged works.
- Refer to project program timeframes.

**6. Directorate Sign off/
Amend**

7. Organise Communications material

17. Communications Checklist (Please select as required)

Media

- Media briefing
- Media release
- Media alert
- Photo opportunity
- Speech

Advertising

- Paid advertising (Project Tenders, crossover upgrade Scheme if required,)
- Council Column

Newsletters

- Manningham Matters
- Other Council newsletters (e.g. RecWrap, Social Butterflies)
- e-Newsletters (e.g. Manningham Business, Doncaster Hill)

Publications/Design

- Poster
- Brochure
- Fact Sheet
- DL Flyer
- Invitation
- Banners/Signage
- Other design material (Please specify) Project Information (Roadside) Boards

Online

- Council Website
- Doncaster Hill website

- Visit Manningham Tourism Website
- Manningham Business Website/Directory
- Manningham Community Directory
- Social Media (e.g. Twitter, Facebook) – To be operated and managed by the Project Steering Committee
- Touchscreen
- Other online material (Please specify)

Internal

- Brief Customer Service (on Special Rates and Charges Scheme for crossover upgrades if required)
- InfoSumm
- SBS/EMT
- Intranet
- M-Focus (fortnightly)
- Staff briefings
- Other internal (Please specify)

Other

- Promotional items
- Direct mail (i.e. letters)
- Events/festivals
- Meetings/information session/s
- Other external (Please specify)

Thank you for completing the Engagement and Communications Plan

Please email the completed Engagement and Communications Plan, plus all supporting documentation to ECAdmin@manningham.vic.gov.au; Sharon.prince@manningham.vic.gov.au; Leanne.robb@manningham.vic.gov.au

Next Steps:

1. The Engagement Team will contact you to discuss your Engagement Plan, and detail your engagement activities.
2. A copy of this information will also be sent to the Communications and Marketing Unit in preparation of a Communications Plan (if necessary).
3. A member of the Communications and Marketing Unit will contact you to discuss your requirements further in more detail.

Jumping Creek Road Upgrade
Communications Action Plan

Communication Tool	Key Actions	Timeline/deadline	Responsibility*
<ul style="list-style-type: none"> Letter and Factsheet Online: Your Say Manningham (YSM) website 	<ul style="list-style-type: none"> Inform all property owners/occupiers on Jumping Creek Road, nearby residents and all attendees to the Community Information Session that the Framework has been endorsed (and where to from here). Post the Framework on the Your Say Manningham site 	<ul style="list-style-type: none"> Late 2016 	Strategic Projects
<ul style="list-style-type: none"> Expression of Interest (EOI) Warrandyte Diary ad Letter / mail out YSM site /Council website Inform local community and sporting groups 	<ul style="list-style-type: none"> Prepare Terms of Reference for the Community Reference Group Consult and seek nominations (advertise) for prospective community members for the JCR Community Reference Group Select suitable community members Establish Community Reference Group 	<ul style="list-style-type: none"> Prepare: Late 2016 Advertise: Late 2016 / Early 2017 Establish Group: Early 2017 	ETS Lead (SP and CRM support)
<ul style="list-style-type: none"> Community Reference Group Third Party Appeal rights (through Planning Permit advertising process) Letters 	<ul style="list-style-type: none"> Inform and consult with residents of Stage 1 and 2 properties re: <ul style="list-style-type: none"> Detail design of the corridor Planning and Environmental approvals (planning permit/s) Early planting opportunities Issues identified through previous community consultation including investigations into potential works through the Wonga Park township 	<ul style="list-style-type: none"> Stage 1 Properties – 2016/17 (commencing November 2016) Stage 2 Properties – 2017/18 	ETS Statutory Planning (Third party appeal)
<ul style="list-style-type: none"> Individual meetings Letters and Factsheets Third party (Solicitors) 	<ul style="list-style-type: none"> Consult with residents of Stage 1 and 2 properties, to arrange land acquisition. 	<ul style="list-style-type: none"> 2016 to 2018 Commencing November 2016 	ETS & Property Services (Support from CRM)

Communication Tool	Key Actions	Timeline/deadline	Responsibility*
<ul style="list-style-type: none"> • Community Reference Group 	<ul style="list-style-type: none"> • Ongoing communication and consultation with the Community Reference Group to plan and deliver the project. 	<ul style="list-style-type: none"> • Throughout 2016 to 2023 • Stage 1 to be completed by late 2018 	ETS
<ul style="list-style-type: none"> • InfoSumm • Presentations to SBS, as required 	<ul style="list-style-type: none"> • Keep Councillors/EMT informed on progress of the project, and key milestones 	<ul style="list-style-type: none"> • As required, on an as needs basis 	ETS
<ul style="list-style-type: none"> • YSM website • Factsheets and letters 	<ul style="list-style-type: none"> • Inform the broader community on progress and update during planning, design and construction. 	<ul style="list-style-type: none"> • Ongoing 2016 – 2023 • Commencing late 2016 for Stage 1 	ETS and CRM

11.2 Finalisation of Deviation of Springvale Road at Mullum Mullum Reserve (1-41 Springvale Road, Donvale)

Responsible Director: Director Assets and Engineering

File No. T16/156

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible director, manager nor the officer authoring this report has a conflict of interest in this matter.

SUMMARY

This report recommends that Council, having followed all the required statutory procedures pursuant to clause 2 of Schedule 10 and section 223 of the Local Government Act 1989, resolves to finalise at law, the deviation of Springvale Road (south of Reynolds Road) to the west of Mullum Mullum Reserve (1-41 Springvale Road, Donvale) by publishing a notice of the deviation in the next available edition of the Victoria Government Gazette.

That Council delegates to Council's Chief Executive Officer the power to sign any transfer of land or other document required to obtain title to the Old Road in Council's name.

The deviation is pursuant to clause 2 of Schedule 10 of the LGA and Council obtained the consent of the Minister for Environment, Climate Change and Water (The Minister) on 19 April 2016, as required pursuant to clause 2(2) of the LGA.

The road deviation was physically undertaken in or around 1982, but, for unknown reasons at the time, was not concluded at law, and, as such, a redundant parcel of road reservation remains within the Council reserve.

1 BACKGROUND

In relation to the deviation of Springvale Road:

- 1.1 It is proposed that Council discontinue the road shown hatched on the attached plan, being part government road on Crown Allotment 2010 ('Old Road').
- 1.2 Council at its meeting of 31 May 2016 considered a report on the deviation of Springvale Road (south of Reynolds Road) to the west of Mullum Mullum Reserve (1-41 Springvale Road, Donvale), and resolved:
 - 1.2.1 To give public notice, pursuant to clause 2 of Schedule 10 and section 223 of the Local Government Act 1989, of its intention to discontinue the land shown single hatched on reference drawing 7879-GAZ(V2), being part Government Road on Crown Allotment 2010 ('Old Road'), and concurrently deviate the Old Road onto the land shown cross hatched on reference drawing 7879-GAZ(V2), being part of the land contained in certificate of title volume 9471 folio 746, and the whole of the land contained in certificate of title volume 9471 folio 745; and

- 1.2.2 The public notice stipulate that persons may make a submission on the proposed discontinuance and deviation in accordance with section 223 of the Local Government Act, and that written submissions must be received within 28 days of the date of the publication.
- 1.3 A public notice was placed in the Leader Newspaper 6 June 2016, inviting submissions on the proposal, with submissions to be received before Friday, 8 July 2016.
- 1.4 One submission was received and the submitter did not request to appear in person. A copy of the submission is attached.
- 1.5 In summary the Submitter proposed that:
- 1.5.1 The discontinuation seems to be premature as the old alignment of Springvale Road could possibly form part of an alignment for the North East Link being considered by the State Government, and until the Springvale Road route for North East Link is ruled out, it would seem prudent to keep the old alignment option open.
- 1.5.2 There are very few possible routes from EastLink and the Eastern Freeway near Ringwood to connect to Greensborough:
- There is no gazetted route north from the tunnels through Park Orchards or Donvale and none looks feasible; and
 - Neither is there any standout route through Ringwood or North Ringwood from EastLink south of the tunnels.
- 1.5.3 One of the possible routes is along Springvale Road.
- 1.5.4 The decision on this discontinuation should be deferred until the alignment of the North East Link is decided.
- 1.6 In response to the Submission, officers advise that:
- 1.6.1 The alignment has not yet been identified; however, it will be very unlikely for it to traverse through Melbourne's green wedge and Springvale Road corridor, due to the environmental sensitivity of this area, and lack of suitable land/alignment.
- 1.6.2 It is understood that there are currently two alternative routes identified to potentially link the Eastern Freeway and M80 Ring Road:
- one following the Bulleen Road and Greensborough Highway corridor via Bulleen, Viewbank, Rosanna, Macleod and Greensborough; and
 - the other via a longer route from the East Link Tollway through Doncaster East, Templestowe, Warrandyte, Eltham; and Greensborough.
- Both options present challenges in their own right, and will require a thorough assessment of the economic, social and environmental impacts to deliver either option.
- 1.6.3 If, in the unlikely event that the North East Link route was to include the alignment of the 'Old Road', then its impact on the whole of the Mullum Mullum Reserve would be substantial, and the subject deviation would have little consequence on the outcome.

- 1.6.4 Deferral of the process until more information about the North-East Link (NEL) is known is not supported, in that:
- Timeframes for the NEL decision are unknown, which will leave the status of the land unresolved and the process for the deviation still not concluded at law;
 - It will place limitations on Council in its ability to manage and develop the reserve for the benefit of the community; and
 - There will be risks relating to responsibility for care and management associated with the unresolved ambiguous or erroneous land status.
- 1.6.5 The deviation (land swap) process, which commenced in the early 1980s, was predicated on Council giving up land for the new road, to gain land from the Old Road. Only half of this transaction has taken place, meaning an inequity exists, and one of the prime premises for Council agreeing to enter into the arrangement in the first place no longer stands. The transaction should be completed.
- 1.6.6 Further, if the State wants the land in the future for the NEL the owners, the ratepayers of the City of Manningham, should be fairly compensated for it, having already given up community land for the road deviation. Leaving the subject land as Crown Land, with the status of a government road, would prevent this from occurring.

2 PROPOSAL/ISSUE

In relation to the deviation of Springvale Road:

- 2.1 Council has advertised the proposal in accordance with section 223 of the LGA.
- 2.2 Council has considered the single submission received and, as no request was made to be heard, it is not necessary to form a Special Committee of Council to hear submissions.
- 2.3 Council, having given due regard to the contents of the submission received and the officers' response to the submission, now concludes to proceed and complete the deviation pursuant to section 207B(2A) and clause 2 of Schedule 10 of the LGA.

3 PRIORITY/TIMING

- 3.1 Council now deviate the Old Road by publishing a notice of the deviation in the next available edition of the Victoria Government Gazette.

4 CUSTOMER/COMMUNITY IMPACT

- 4.1 The proposal to finalise the deviation at law is likely to have no discernible impact on the community's continued use of Springvale Road, as the deviation was physically concluded in the early 1980s.
- 4.2 The effect of the deviation is to remove the encumbrances upon Council in its management of the Mullum Mullum Reserve for the benefit of the community.

5 FINANCIAL PLAN

- 5.1 The Old Road bisecting the Mullum Mullum Reserve is currently Crown Land, with the status of a Government Road.
- 5.2 Under section 207B(2A) of the LGA, the Old Road will revert to fee simple (freehold) land vested in Council, after the deviation of the Old Road onto the Council's Land. Accordingly, Council is not required to purchase the Old Road from the State of Victoria.

6 CONSULTATION

- 6.1 Council gave the public notice in the Leader Newspaper on 6 June 2016, in accordance with clause 2 of Schedule 10 of the Act, and considered the single submission received in accordance with section 223 of the LGA.

7 CONCLUSION

In relation to the deviation of Springvale Road:

- 7.1 The finalisation of the deviation of Springvale Road to the west of Mullum Mullum Reserve (1-41 Springvale Road, Donvale) is necessary to provide Council the ability to freely manage the reserve for the benefit and betterment of the community.
- 7.2 In order for Council to finalise the deviation of Springvale Road at law, concluding a process commenced in the early 1980s, Council has complied with the statutory provisions under the LGA.
- 7.3 Having followed all the required statutory procedures pursuant to clause 2 of Schedule 10 and section 223 of the Local Government Act 1989, Council deviates the Old Road and gives notice by publishing a notice of the deviation in the next available edition of the Victoria Government Gazette; and delegates to Council's Chief Executive Officer the power to sign any transfer of land or other document required to obtain title to the 'Old Road' in Council's name.

OFFICER'S RECOMMENDATION

That in relation to Springvale Road:

1. Council, having followed all the required statutory procedures pursuant to clause 2 of Schedule 10 and section 223 of the Local Government Act 1989, discontinues the land shown single hatched on reference drawing 7879-GAZ(V2), being part Government Road on Crown Allotment 2010 ('Old Road'), and concurrently deviates the Old Road onto the land shown cross hatched on reference drawing 7879-GAZ(V2), being part of the land contained in certificate of title volume 9471 folio 746, and the whole of the land contained in certificate of title volume 9471 folio 745, by publishing a notice of the deviation in the next available edition of the Victoria Government Gazette; and
2. Delegates to Council's Chief Executive Officer the power to sign any transfer of land or other document required to obtain title to the Old Road in Council's name.

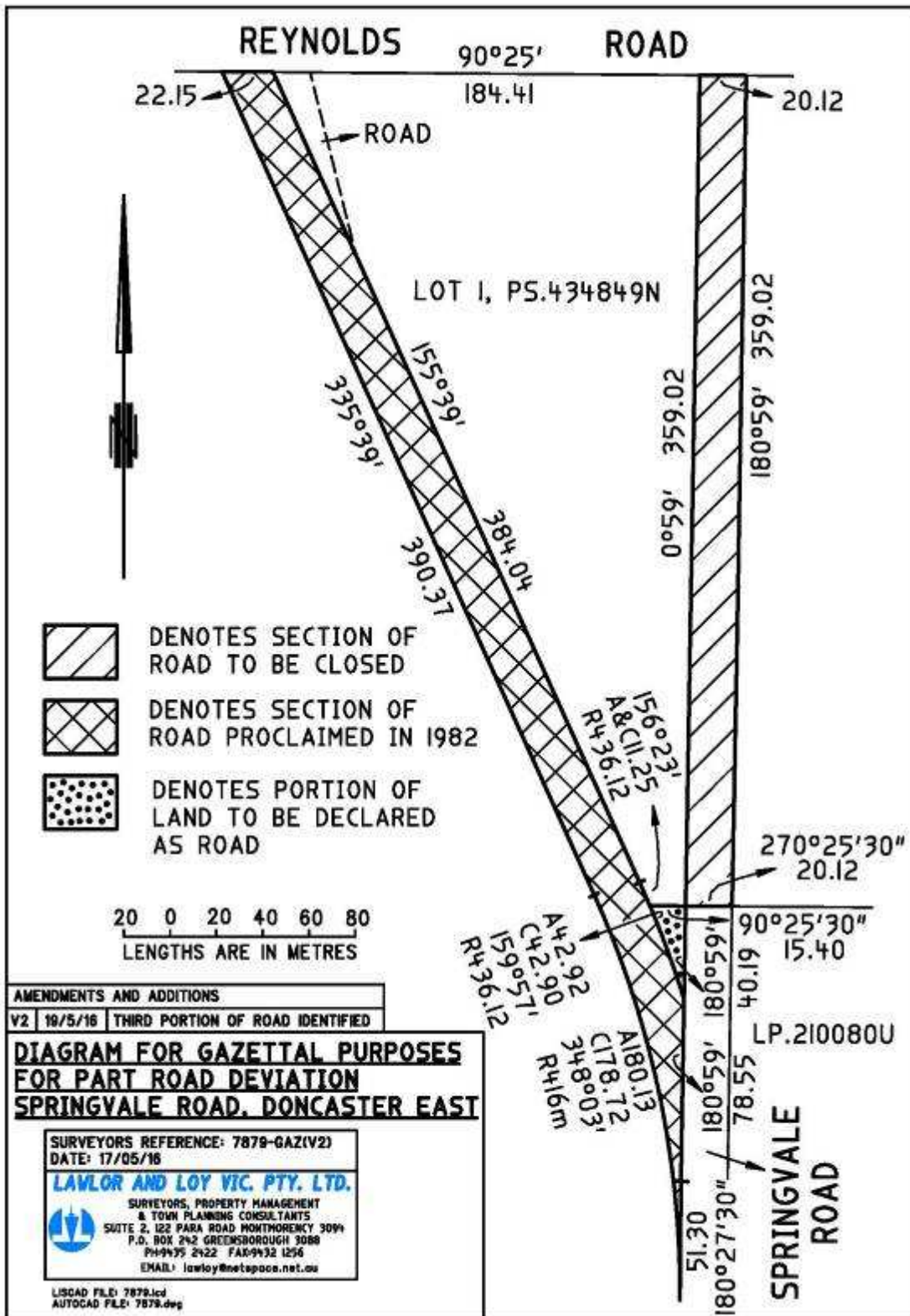
MOVED: GALBALLY
SECONDED: DOWNIE

That the Recommendation be adopted.

CARRIED

“Refer Attachments”

* * * * *



38 Milne Street
TEMPLESTOWE VIC 3106
8 June, 2016

Lachlan Johnson
Strategic Project Manager
Manningham City Council
PO Box 1 DONCASTER VIC 3108

MANNINGHAM
10 JUN 2016
CITY COUNCIL

Proposed Discontinuation Of Old Springvale Road Alignment

The public Notice in the Manningham Leader of 6 June 2016 regarding the Discontinuation of an old alignment of Springvale Road near Reynolds Road invites public submissions on this matter. I am responding to that invitation.

The proposed discontinuation seems to be premature as the old alignment of Springvale Road could possibly form part of an alignment for the North East Link being considered by the State Government.

There are very few possible routes from EastLink and the Eastern Freeway near Ringwood to connect to Greensborough. One of the possible routes is along Springvale Road.

There is no gazetted route north from the tunnels through Park Orchards or Donvale and none looks feasible. Neither is there any standout route through Ringwood or North Ringwood from Eastlink south of the tunnels. These areas are almost completely developed. Springvale Road stands out as a feasible gazetted partial link. Much of it is wide and it could possibly be widened.

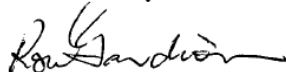
At the point where Springvale Road meets Reynolds Road any continuation of Springvale Road to the north as part of a North East Link might well be better straight north across Mullum Mullum Creek on the old alignment. The current alignment continues directly along Mullum Mullum Creek for several hundred metres.

Until the Springvale Road route for North East Link is ruled out it would seem prudent to keep the old alignment option open.

Does Manningham Council have a preferred route for North East Link? There are not many routes available.

It is submitted that **the decision on this discontinuation should be deferred until the alignment of the North East Link is decided.**

Yours sincerely



Ron Gaudion
9846 1130
rgaudion@ozemail.com.au

11.3 2015-2016 Capital Works Program - End of June Status Report

Responsible Director: Director Assets and Engineering

File No. T16/88

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible director, manager nor the officer authoring this report has a conflict of interest in this matter.

SUMMARY

This attached Capital Works Status Report, for the period ending 30 June 2016, is provided for review and consideration.

The overall financial performance indicators reveal that \$36.054 million (95.8%) of the Capital Works Program for 2015/16 was spent against the adopted budget of \$37.616 million (non-capitalised), which is above the Council Plan performance target of 90%. This is a 7% improvement on the 2014/15 result. The outcomes are summarised in the following table:

2015/16 Financial Performance Outcomes				
<i>Adopted Budget \$000's</i>	<i>MYR Budget \$000's</i>	<i>Actual Expenditure (non-capitalised) \$000's</i>	<i>% of Actual Expenditure Vs Adopted Budget (non-capitalised)</i>	<i>% of Actual Expenditure Vs MYR Budget (non-capitalised)</i>
37,616	39,225	36,054	95.8%	91.9%

In terms of the number of projects delivered, seventy-nine (79) were fully completed (84.0%) against a total of ninety-four (94) in the adopted program, which is below Council's non-reportable management performance target of 90%. However, including the partially completed projects, the overall completion percentage would increase to 92.8%. Of further note, though, is that a total of 205 sub-projects were included on the 2015/16 program.

Throughout the financial year, performance was impacted by delays on a number of projects, which resulted in three (3) projects being cancelled or fully deferred, and some 29 incomplete projects (or \$6.158 million) being partially deferred or carried forward to the 2016/17 Capital Works Program.

The variation between the budget and actual expenditure occurred as a result of:

- *savings due to efficiencies achieved;*
- *project planning and approval delays;*
- *hold ups by third parties, such as utility company component works, and State Government approving departments (funding partners, land managers/owners, etc);*
- *tender negotiations;*
- *protracted community and stakeholder consultation;*

- *contractor availability problems and performance issues;*
- *difficulties in gaining plant and materials, as experienced across the State;*
- *impacts from storm events and other non programmed works affecting the delivery of capital works; and*
- *delayed progress of works and access difficulties due to unfavourable weather.*

A detailed explanation is given against each carry forward project in tables B, C and D of the attached status report.

This report addresses and completes Strategic Resource Plan Initiative (Item 6.1.1.20) in the 2015/16 Council Action Plan, and the details of Council's performance will be included in the Annual Report.

8 BACKGROUND

- 8.1 Reporting on the status of the 2015/2016 Capital Works Program is carried out in a similar form to previous years and on a quarterly basis to Council.
- 8.2 A financial chart of performance with trend graphs and milestone program ('traffic light'), are presented in the attached report as indicators of performance, which have been previously endorsed by Council as the agreed set of monitoring tools for status reporting. Commentary on performance is by exception and as appropriate.
- 8.3 Key Performance Indicators are also provided to assist in comparing our performance in terms of our preferred budget position against the adopted budget and year end forecast, and in regard to measuring the scope and progress of key capital projects against cost/time variations.
- 8.4 The value of completed works (actual total expenditure) on capital projects at end of June was \$36.054 million (95.8%) of the Capital Works Program (pre-capitalisation) against the against the Adopted Budget total of \$37.616 million, and (91.8%) against the Mid Year Review Budget of \$39.225 million. The net difference between the value of completed works and MYR budget being a decrease in grants and income and budget adjustments of \$2.374 million, less approved and proposed carry forwards of \$5.208 million, less unspent funds (surplus) of \$0.337 million.
- 8.5 The surplus of \$0.337 million is the net result of variations in expenditure on several projects, both under and over, but can be largely attributed to savings being delivered on a number of projects due to efficiencies being achieved.
- 8.6 The total carry forwards to 2016/17 is \$6.158 million, and includes \$0.950 million approved at the MYR, plus \$3.849 million (post MYR) that has been included in the 2016/17 Capital Works Program, plus a further \$1.359 million of proposed carry forwards/adjustments that will be included at the 2016/17 MYR.
- 8.7 The value of works completed at end of June is \$1.562 million (4.2%) below the adopted budget, \$3.171 million (8.1%) below the YTD MYR budget, and \$0.337 million (0.9%) below the EoY Forecast amount of \$36.391 million, and includes the additional proposed carry forwards/adjustments of \$1.359 million identified under the Capital Works Program, outlined in 1.4 and 1.6 above.

- 8.8 The overall financial performance outcomes are summarised as follows:

2015/16 Financial Performance Outcomes				
<i>Adopted Budget \$000's</i>	<i>MYR Budget \$000's</i>	<i>Actual Expenditure (non-capitalised) \$000's</i>	<i>% of Actual Expenditure Vs Adopted Budget (non-capitalised)</i>	<i>% of Actual Expenditure Vs MYR Budget (non-capitalised)</i>
37,616	39,225	36,054	95.8%	91.9%

- 8.9 The variation between the Adopted Budget and actual expenditure can be largely attributed to a number of projects that did not commence or delayed resulting in \$6.158 million being carried forward, to be completed in 2016/17.
- 8.10 The delays have occurred as a result of project planning and approval delays, protracted community and stakeholder consultation, contractor availability and performance issues, from difficulties gaining plant and materials as experienced across the state, impacts from storm events and other non-programmed works affecting the delivery of works, and from access difficulties due to recent wet weather.
- 8.11 Whilst these project delays have impacted on Council's overall performance, resulting in funds being carried forward, some of these projects are well advanced, with some \$0.75 million of the carry forward amount forecast to be spent in July and a further \$2.50 million to be spent in the remaining first quarter of 2016/17.
- 8.12 Progress against milestones is below Council's non-reportable management performance target of 90% with 79 projects (84.0%) completed out of a total of 94 projects against the Adopted Program.
- 8.13 Initially the Capital Works Program consisted of 94 projects. As a part of the Mid Year Review process, 16 new projects were introduced and one new additional project, giving an overall total of 111 projects. Council's long term planning and 10 year Capital Works Program has enabled these additional projects to be brought forward for implementation. It should be noted that a number of the completed projects are significant in size and several programs, such as the Asset Management Strategy, Road Management Strategy, Drainage Strategy, Advanced Design Fees and Minor Capital Works, have many significant sub projects and expenditure activities. Overall, a total of 205 sub projects were included on the 2015/16 Capital Works Program.
- 8.14 Some sensitivity analysis was undertaken to determine the qualitative performance of the uncompleted projects. Of the 32 incomplete projects, 5 are more than 50% completed. Including the partially completed projects, the overall completion percentage would be 92.8% (+8.8%) against the Adopted Program.
- 8.15 This year's outcomes show a decrease in the number of incomplete/deferred projects compared to last year's total of 41 projects, and indicates some improvement in the overall management and delivery of the Capital Works Program.
- 8.16 The performance outcomes for 2015/16 are summarised in the following table:

2015/16 Management Performance - Incomplete Projects			
No of Incomplete Projects	<25% complete	25% - <50% complete	>50% complete
32	16	11	5

- 8.17 Whilst the total number of incomplete projects has decreased, the total amount of funds carried forward has increased compared to last year, as a result of project deferrals and/or delays due to circumstances beyond Council's control.
- 8.18 Further details regarding milestone performance of capital projects can be obtained from the 'traffic light' program, Attachment C, included with the attached Status Report.
- 8.19 Capital income received is slightly below YTD budget income at end of June, with an overall variance of 2.6%. This variance can be attributed to a reduction in the sale of plant and vehicle items, due to lower than expected sale prices, which are dictated by market rates, and from the deferral of income and grants associated to a number of projects that have been delayed and will carry over into 2016/17.

9 PROPOSAL/ISSUE

- 9.1 It is proposed that Council note the outcome of the implementation of the 2015/2016 Capital Works Program, the approved carry forwards (post MYR) that have been included as a part of the 2016/17 Capital Works Program (Refer Table C), the additional proposed carry forwards that will be considered at the 2016/17 Mid Year Review (Refer Table D), and approve the transfer of funds, as indicated in the Status Report (Refer Table H), to ensure effective utilisation of capital funds and additional progress was made under the program.

10 COUNCIL PLAN/ MEASURE OF ACHIEVEMENT OF ACTION

- 10.1 The delivery of the Capital Works Program is also identified as a Key Strategic Resource Plan Initiative (Item 6.1.1.20) in the 2015/16 Council Action Plan. This SRP reports on Council's performance to expend equal to or greater than 90% of capital expenditure against the adopted capital budget in accordance with Council objectives and management processes.
- 10.2 The overall performance indicators reveal that \$36.054 million (95.8%) of the Capital Works Program (pre-capitalisation) for 2015/16 was spent against the Adopted Budget of \$37.616 million, and the SRP action has therefore been achieved against the performance target.
- 10.3 This report addresses and completes this SRP, and the details of Council's performance will be included in the Annual Report.

11 FINANCIAL RESOURCE IMPLICATIONS

- 11.1 Works under the Capital Program have been implemented with an overall surplus (savings) of \$0.337 million against the end of year forecast amount of \$36.391 million. The surplus is the net result of variations in expenditure on several projects, both under and over, but can be largely attributed to savings being delivered on a number of projects due to efficiencies being achieved.

- 11.2 Whilst the carry forwards/adjustments do not create any adverse financial implications from a cash flow prospective, they have impacted on Council's overall performance in terms of the funds not being spent in 2015/16, therefore resulting in a lesser number of projects being completed.

12 CONCLUSION

- 12.1 It can be concluded that satisfactory performance has been made in relation to the implementation of the Capital Works Program with capital expenditure exceeding the Council Plan performance target of 90%, against the adopted budget.
- 12.2 Whilst the management performance target of 90% completion of projects was not met, the results need to be considered against influencing factors encountered with the delivery of the program, such as unforeseen problems and delays encountered with the delivery of the Capital Works Program, and that total expenditure on capital projects was some \$5 million higher than the previous ten year average. Charts highlighting capital works expenditure (non-capitalised) against the adopted budget over the past ten years are included as Appendix 1 and 2.

OFFICER'S RECOMMENDATION

That Council:

- (A) Receive and note the attached Capital Works Program Status Report for the period ending 30 June 2016.
- (B) Note and approve the transfer of \$0.436 million, as indicated in the Status Report (Refer Table H), to enable effective utilisation of capital funds and additional progress was made under the Capital Works Program.
- (C) Note the proposed additional carry forward amount of \$1.359 million, which will be considered as a part of the 2016/17 Mid Year Review.
- (D) Note the milestone performance table 'traffic light program', including those projects that were not completed and will be carried forward into 2016/17.

MOVED: HAYNES
SECONDED: KLEINERT

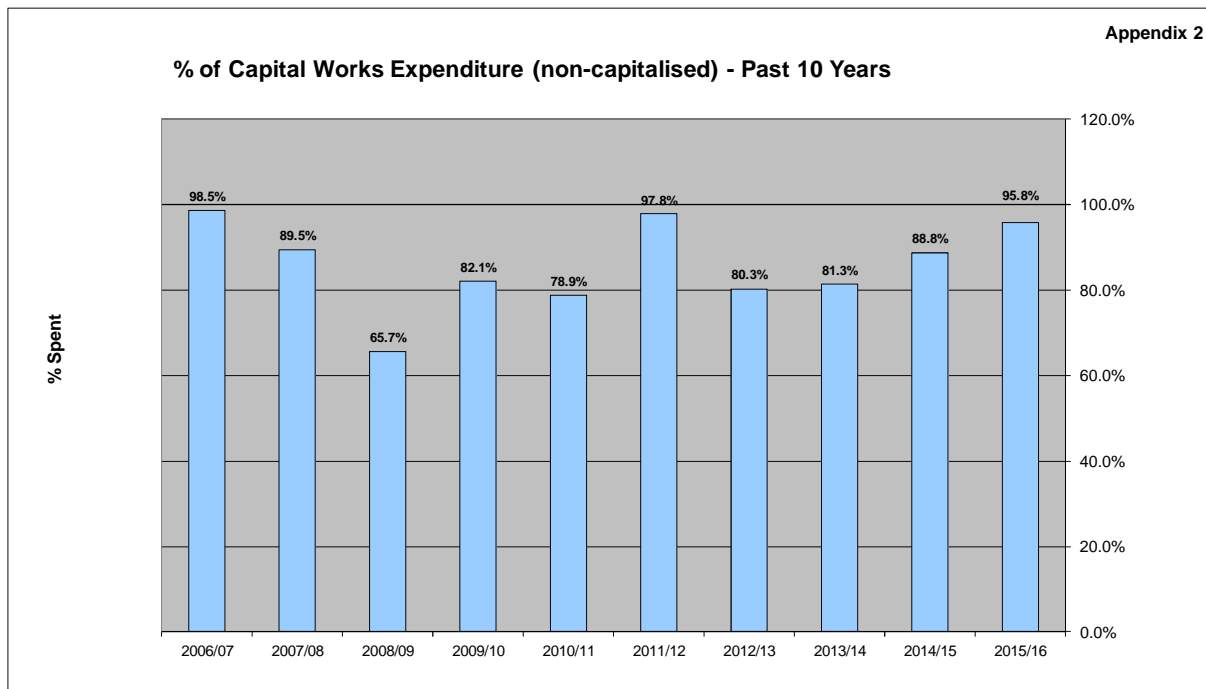
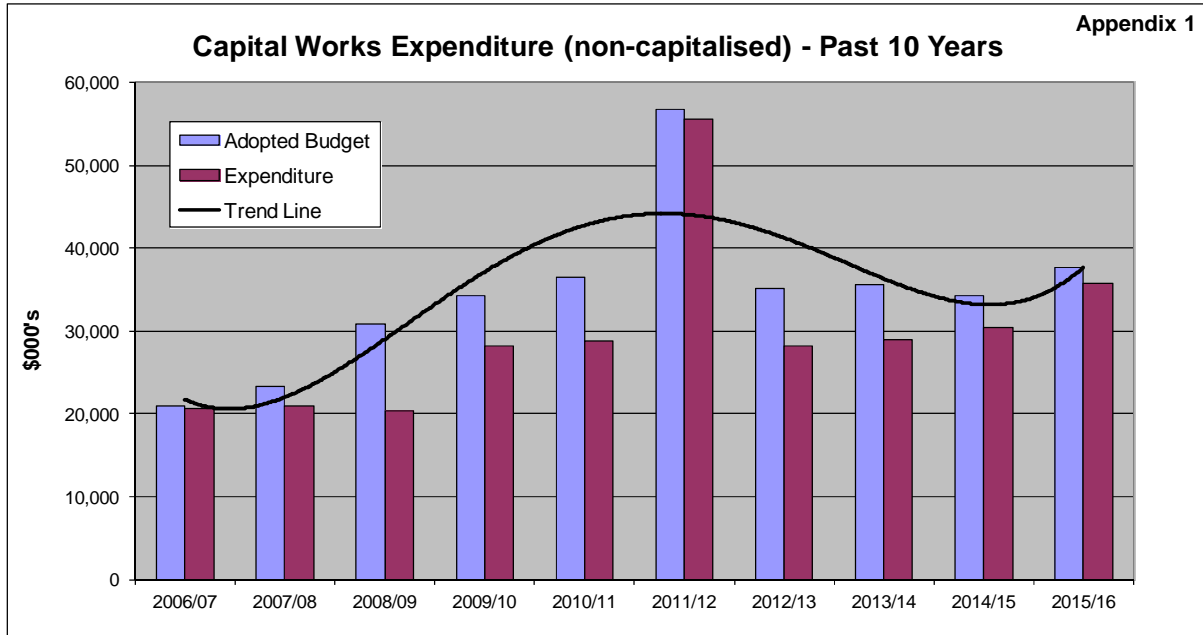
That the Recommendation be adopted.

CARRIED

"Refer Attachments"

- 2015/16 Capital Works Program Status Report - End of June
- Traffic Light Program June 2016
- Appendix 1 Capital Works Expenditure - Past 10 years
- Appendix 2 Percentage of Capital Works Expenditure - Past 10 Years

* * * * *





**Mullum Mullum Highball Facility -
Car Park and Early Works**

**2015/2016 Capital Works Program
Status Report - End of June**

Capital Works Program 2015/2016 - Status Report Reporting Period - End of June

This Status report covers the period ending 30 June 2016. Variances are reported against the Adopted Budget, Mid Year Review Budget, and YTD Forecast Outcome. The value of works completed at end of June is \$36.054 million (non-capitalised).

- ✓ YTD Completed Works \$1.56 million favourable to the YTD Adopted Budget ¹
- ✓ YTD Completed Works \$3.17 million favourable to the YTD MYR Budget ¹
- ✓ YTD Completed Works \$0.34 million favourable to the YTD Forecast ¹

Legend ✓ - Favourable against YTD Target, ✗ - Unfavourable against YTD Target

¹ This represents the financial outcome after accruing for works completed (non-capitalised)

Financial Performance

Attachment A and B to this summary report provides a chart of financial performance for both Capital Works Expenditure and Income to end of June. The following table provides a snapshot of the performance in regard to the implementation of the Capital Works Program.

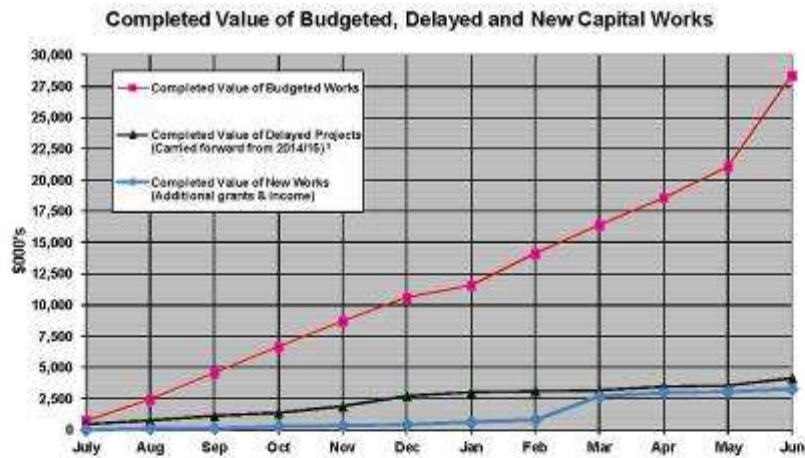
	End of Year Forecast Budget (YTD)									
	Adopted Budget \$'000	YTD Adopted Budget \$'000	MYR Budget \$'000	BoY Forecast \$'000	YTD MYR Budget \$'000	YTD Forecast \$'000	YTD Actual \$'000	YTD Variance \$'000	YTD Variance %	Pass / Unfav
A. Compared to Adopted Budget										
Budget YTD Outcome	37,616	37,616					36,054	1,562	-4.2%	F
B. Compared to Mid Year Review Budget										
MYR Budget YTD Outcome			38,225		38,225	38,391	36,054	2,171	5.7%	F
C. Compared to Forecast outcome										
Budgeted works:	33,572		33,572	34,284	36,578	32,738	28,677	4,052		
Budgeted carry forwards	4,044		4,044	4,044	4,044	4,044	3,211	833		
Additional carry forwards from 2014/15:			937	937	937	937	897	40		
New Works (MYR)			1,622	-	1,515	1,515	1,129	386		
Approved carry forwards to 2016/17 (Table B)			(850)	-	-	-	-	-		
Additional New Works (Post MYR):										
Additional grants & income (Table C)				585	-	585	593	-		
Approved carry forwards to 2016/17 (Table C)				(3,849)	(3,849)	(3,849)	-	(3,849)		
Proposed carry forwards to 2016/17 (Table C)				(1,359)	(1,359)	(1,359)	-	-		
Budget Adjustments (Table F)				1,781	-	1,781	1,547	234		
Forecast YTD Outcome	37,616		38,225	36,351	37,866	38,391	36,054	337	-0.9%	F
D. Income (Table A)										
Budget including plant sales	5,085	5,085	6,707	6,338	6,707	6,338	6,287	420		
Additional grants and income				593	-	593	593	(593)		
Grants & Income removed from the budget				(133)	-	(133)	-	-		
Forecast YTD Outcome	5,085	5,085	6,707	6,818	6,707	6,918	6,880	(173)	-2.0%	U

Legend: F - Favourable U - Unfavourable

At the end of June, 95.8% of the total adopted budget allocation and 91.9% of the MYR budget has been completed (non-capitalised).

Of the \$35.757 million of works completed at the end of June, the value of budgeted works completed, excluding the carry forward projects and new post budget adoption projects, is \$28.667 million. The completed value of the carry forward projects that were delayed from 2014/15, including those in the 2015/16 adopted budget, is \$4.108 million. The net value of new post budget adoption projects is \$3.269 million.

The following provides a chart of the completed value of budgeted, delayed and new projects, at end of June.



² The value of carry forward projects that were delayed forms part of a combined carry forward amount of \$4.981 million. Of this combined amount, \$0.816 million will be carried forward to 2016/17 as a result of project planning, consultation and approval delays on a few projects, which are beyond Council's control.

Program Status and YTD Profile

The value of works completed (actual total expenditure) on capital projects at end of June is currently stated at \$36.054 million against the adopted budget of \$37.616 million and MYR budget of \$39.225 million. The net difference between actual expenditure and MYR budget being an increase in grants and income of \$0.593 million, plus other budget adjustments of \$1.781 million, less approved and proposed carry forwards (post MYR) of \$5.208 million, less unspent funds (surplus) of \$0.337 million.

The program areas that have contributed towards this variance against the MYR budget include; General Infrastructure (\$456K), Roads and Drainage (\$2,283K), and Parks & Recreation (\$667K).

The total value of the carry forward amount to 2016/17 is \$6.158 million, and includes \$0.950 million approved at the MYR, plus a further \$3.849 million (post MYR) that has been included in the 2016/17 Capital Works Program, plus a further \$1.359 million of proposed carry forwards that will adjusted at the 2016/17 MYR.

The value of works completed at end of June is \$3.171 million (8.1%) below the MYR budget of \$39.225 million.

Compared to the EoY Forecast, the value of works completed is \$0.337 million (0.9%) below the EoY forecast amount of \$36.391 million.

Against the YTD adopted budget, the value of works completed at end of June is \$1.562 million (4.2%) below the adopted budget of \$37.616 million.

Whilst the value of completed works is shown as a favourable variance from a financial reporting perspective, the delivery of the Program was below the YTD budget from a project expenditure perspective, as a result of funds being carried forward on a number of projects that were delayed beyond Council's control, and from a surplus (savings) of \$0.337 million being delivered under the Capital Works Program.

The surplus is the net result of variations in expenditure on several projects, both under and over, but can be largely attributed to savings being delivered on a number of projects due to efficiencies being achieved.

The value of completed works includes \$6.618 million that was carried forward from 2014/15. Of this amount, a total of \$0.816 million will be carried forward to complete works on a number of projects in 2016/17, as a result of project planning and approval issues, protracted community and stakeholder consultation, contractor availability and performance issues, impacts from storm events and other non-programmed works affecting the delivery of works, and from access difficulties due to recent wet weather.

The overall financial performance indicators reveal that \$36,054 million (95.8%) of the Capital Works Program for 2015/16 was spent against the adopted budget of \$37,616 million (non-capitalised), which is above the Council Plan performance target, to expend equal to or greater than 90% of capital expenditure against the adopted budget. In comparison, 91.9% of the program value was spent against the MYR budget of \$39,225 million.

Trends

The value of completed works is actual program expenditure delivered under the Capital works program (pre-capitalisation) and represents the financial outcome after accruing for works completed, and includes any carry forwards, transfers, budget adjustments and savings made under the capital Works Program. The completed works is below the YTD budget and EoY forecast for the current program and can be largely attributed to a number of projects that have been delayed resulting in the need to carry forward funds to complete these works in 2016/17.

Capital works performance has been impacted by delays on a number of projects, which has resulted in \$6.158 million (representing 32 deferred/incomplete projects) being carried forward, to be completed in 2016/17. The variation between the budget and actual expenditure has occurred as a result of savings due to efficiencies being achieved, from project planning and approval delays, protracted community and stakeholder consultation, contractor availability and performance issues, difficulties gaining plant and materials as experienced across the state, impacts from storm events and other non-programmed works affecting the delivery of works, and from access difficulties due to recent wet weather.

Capital Income received is below budget income at end of June with a variance of 2.6%. This variance can be attributed to a slowdown in the sale of plant and vehicle items, which are dictated by market rates, and from the deferral of income and grants associated to a number of projects that have been delayed and will carry over into 2016/17.

Milestone Performance

The 'traffic light' program of performance against key milestones is included as **Attachment C**. To end of June, some minor delays and deferrals were experienced on several projects. The Leeds Street Indented Parking Bays and Sheahans Reserve Upgrade projects have been deferred to 2016/17, and the unspent funds have been transferred to the Aquarena Master Plan project to meet contractual requirements, and to enable continued progress and effective utilisation of funds was made under the current program. The Civic Offices Draught Proofing project was cancelled following the recent replacement of the external windows at the Civic Centre.

A further 29 projects did not commence or were not be sufficiently advanced due to project planning, consultation and approval delays, resulting in unspent either being transferred to other projects to enable continued progress and effective utilisation of funds is made under the current program, or carried forward to be completed in 2016/17.

Part of the carry forward amount from Colman Park Pavilion Upgrade, Park Avenue Reserve Synthetic Soccer Pitch, and AMS Building projects was transferred to the Mullum Mullum Management Plan to advance the stage 1 early works, and the transferred amounts are to be restored to these projects in 2016/17. Part of the carry forward amount from the Drainage Strategy Implementation has also been transferred to the Mullum Mullum highball facility and to the Civic Centre duct sealing works projects, and the transferred amounts are to be restored to these projects in 2016/17.

A number of other part funding transfers have also been made on several other projects, and these will not impact on the overall delivery of the programmed works, but will enable these projects to be delivered more effectively to address contractual requirements or meet asset or service needs.

Progress against milestones is below Council's non-reportable management performance target of 90%, with 79 projects (84.0%) completed out of a total of 94 projects against the Adopted Program.

Performance Indicators - Major Capital Projects

Key Performance Indicators have been prepared to assist in measuring the scope and progress of major capital projects against cost/time variations. (Note: Key Projects are defined as those which are one off large strategic projects that have significant, local and possible regional impact).

The following is the list of major projects currently identified on the Capital Works Program:

Line No.	Project Description	Total 10 Yr Project Allocation \$000's	Total 10 Years Grants / Income \$000's	Adopted Annual Budget / Carry Forwards \$000's	EOY Current Forecast \$000's	YTD Forecast including variations \$000's	YTD Actual \$000's	YTD Var \$000's	YTD Var %
5	New Footpath Construction (PPN)	14,950	0	1,101	1,143	1,143	778	365	32%
6	Stintons Reserve Former Landfill Site (Leachate Management and Rehabilitation)	438	0	100	438	438	438	0	0%
12	Jumping Creek Road (Strategy Review Year 1)	17,925	0	20	43	43	48	-5	-12%
15	Road Management Strategy Upgrades Link Roads - Construction of Tindals Road Stage 1 (Mullum Mullum Creek to Stintons), Tindals Road Stage 2 (Stintons to Reynolds, Park Road (McIntyres to Heads) - Street Lighting and Landscaping, and Stintons/Tindals Roundabout	40,317	5,669	2,602	2,142	2,142	2,135	7	0%
27	Drainage Strategy Implementation	31,902	400	3,183	741	741	712	29	4%
33	Neighbourhood Activity Centres (Jackson Court Stage 1 & 4, and Tunstall Square Stage 2)	6,103	15	670	764	764	653	91	12%
35	Mullum Mullum Creek Linear Park Stage 3 (Section 7 - Heads to Eastlink) and (Section 6 - Park Road to Heads)	2,055	650	1,391	372	372	342	30	-8%
43	Aquarena - Master Plan Implementation Stages 4-6 (Therapy pool, increased dry fitness/exercise space, entry foyer and circulation area, cafe area, water play feature, increased disabled parking at the front, high level walkway access off the lower tier car park, and civil works)	21,433	573	5,163	7,893	7,893	7,853	380	-5%
48	Colman Park Pavilion Upgrade (club option)	1,268		425	90	80	59	21	34%
56	Mullum Mullum Highball Facility (Planning and Design of stadium Year 1, and completion of car park and early works)	19,638	650	1,800	2,431	2,431	2,292	139	6%
57	Park Avenue Reserve Synthetic Soccer Pitch	954	200	954	90	90	100	-10	-11%
59	Sheahans Road Highball Facility	1,400	1,300	1,400	79	79	61	18	23%
63	Sportsground Refurbishment Program (Stintons Reserve and Wonga Park Reserve)	1,440	327	363	474	474	556	-82	-17%
	Total			18,284	16,462	16,462	16,081	381	1.2%

Of the 13 key projects listed on the Capital Works Program, the majority were completed with a minimal variance against the YTD forecast.

Four projects were not sufficiently advanced due to project planning, consultation and approval delays, and will not be completed. These include; Drainage Strategy Implementation (Bolin Bolin wetlands, Gregory Court, Melbourne Hill Road, King Street and Prospect Road drainage improvements), Colman Park Pavilion Upgrade, Sheahans Road Highball Facility, Park Avenue Reserve Synthetic Soccer Pitch, and Mullum Mullum Linear Park Stage 3 (footbridge and trail works).

Delays were encountered in seeking resolution from an external funding partner regarding the current funding shortfall and negotiation of ongoing operational costs for the Bolin Bolin Wetlands project. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year, with the unspent funds being carried forward to complete the project in 2016/17.

Given the current funding shortfall and ongoing delays in reaching agreement with the club on the build option for the Colman Park Pavilion upgrade, the project will not be completed this financial year resulting in the need to carry forward unspent funds. Council officers have commenced the preparation of documentation for the clubs option to redevelop the front section of the pavilion including increased social space, with the clubs contributing \$195K for the non-core elements.

The successful delivery of the Sheahans Road Highball project was dependent on a contribution of \$200K from the Bulleen Templestowe Basketball club, which is required prior to the signing of the contract to commence works. As a result of scoping reviews to keep the project within budget, the project will not be completed this financial year and the majority of funds will be carried forward to 2016/17. The finished schedules for the stadium project have been prepared as a part of the architectural documentation, to enable tenders to be sought.

Project planning and consultation delays were encountered with the club in finalising the scope of works for the Park Avenue Reserve Synthetic Soccer Pitch. The works will also need to undertaken during the non sporting season (late autumn and winter) when disruption to the club and sports ground users will be minimised. As a result, the project will not be sufficiently advanced to enable the majority of funds to be spent this financial year, with the majority of funds being carried forward to complete the works in 2016/17.

The Mullum Mullum footbridge and linear trail works encountered planning permit compliance issues, tender approval and contractor availability delays. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year, with the unspent funds to be carried forward to complete the project in 2016/17.

Overall, a variance of 1.2 % for all key projects is currently stated against the YTD Actual and forecast amount.

Further details regarding milestone performance of major capital projects can be obtained from the 'traffic light' program, included as **Attachment C**.

Income

At end of June Capital income is below YTD budget income. The following table provides a summary of income to be received in 2015/16, towards the implementation of the projects listed:

Table A - Capital Works Income										
	Allocated Annual Budget	Actual Expend.	Income Received in Advance	Income Adjustments	YTD 2015 Budget	YTD Actual	YTD Var	YTD Var %	Income not received	Comments
	2015	2015	2015	2015	2015	2015	2015	%	2015	
Plant Replacement Program		950			950	608	-341	-36%	19	Plant Sales (Tidepod) - \$220 reduction in income due to reduction in plant sales, which is offset by market rates. Grants Commission. To be received in four instalments. \$50K received in advance.
Road Safety/Improvements Council Link & Collector Roads - - Worthingham Drive - Entrance to Car Park (Springdale Road) - Blackburn Road - Prime Shopping Centre	-80		0		-80	90	1	1%	-1	
Road Management Strategy/Upgrades Council Link Roads - • Tindals / Streets Roundabout • King Street Service Alterations • Hoops Rd / Whitedary Way - Roundabout • Hoops Rd Waterfalls - Intersection Treatment • Tindals Road - Stage 2 (including street lighting)	345		60	650	1532	1532	0	0%	0	Budgeted Road to Recovery value of \$125. A further \$276 has been received for works undertaken in 2015/16 and will be received in 2016/17. Additional \$276 to be received in 2015/16 - redistribution of half income. Grants Commission \$125. To be received in four instalments. \$50K received in advance.
Bicycle Strategy Implementation - • Park Road Shared Path (Haddon Lane to Creek) • Sappes Rd / Tuckers Rd • Ruffey Lake Park - Asphalt Works • Blackburn Road - (Anderson Creek Road and Zebra Reserve) • Church Road - Between Doncaster Road and Ivy Street • George Street - Windermerre Blackburn Road • Donbet Street Shared Path	308		128		308	308	0	0%	0	Grants Commission. To be received in four instalments. \$100K received in advance.
Traffic Control Devices Link Roads - • Layford Rd - Turning Area	58		28		58	56	-1	-1%	3	Grants Commission. To be received in four instalments. \$10K received in advance.
Traffic Control Devices Local Roads - • Staddon Road & May Street • Richard Street and Hildes Park	35		16		35	36	1	3%	-1	Grants Commission. To be received in four instalments. \$10K received in advance.
Traffic Management LTM Implementation - • Beverly Street / Kings Street - Roundabout • Beverly Street / Mills Street - Roundabout	117		90		117	110	-1	-1%	1	Grants Commission. To be received in four instalments. \$10K received in advance.
Rail Bay Construction • Homebush Road - South of Jumping Creek Road	47		22		47	50	3	6%	-3	Grants Commission. To be received in four instalments. \$23K received in advance.
Drainage Strategy • Bohn Balm Wetland	400		318		400	406	6	2%	-8	Drainage rate income. \$15K received in advance.
Neighbourhood Activity Centres (Works in Court Stages 3 & 4 and Tunnel Square Stages 1 & 2)	0		15	40	40	45	5	13%	-5	\$15K Dept of Justice grant received in advance. \$25K State Government Grants Preparation grant.
Mulka Mulka Creek Linear Park Stage 3	585				585	585	0	0%	0	SRV grant.
Sportground Rehabilitation Program (Wanga Park Reserve)	0			61	66	72	17	31%	-1	Club Contribution.
Aquaria Master Plan Implementation Stages 4-8 (Therapy pool, increased fitness/exercise space, entry foyer and circulation area, cafe area, water play feature, increased disabled parking at the front, high level walkway access off the river for car park, and rail works)	0			573	573	577	4	0%	-4	Total SRV income is \$2.0M. Council received \$5M of the grant in 2009/10, \$127K in 2011/12, \$259K in 2012/13 and a further \$173K in 2013/14. Remaining \$800K of SRV grant received in 2015/16. Remaining \$129K of Ten Year Grant has been accepted for works undertaken in 2015/16 and will be received in 2016/17.

Table A - Capital Works Income (continued)

	Adopted Annual Budget \$'000	Actual Expend \$'000	Income from other sources \$'000	Income Subsidies \$'000	YTD MHS Budget \$'000	YTD Actual \$'000	YTD Var \$'000	YTD Var %	Income not received \$'000	
Sheehans Road Highball Facility	1,100			-1,100	0	0	0	0%	0	\$200 SPP grant to be claimed in 2016/17 and \$600 Club Contributions not yet received this financial year
Playspace Program	60				60	60	0	0%	0	\$300 grant
Tennis Court Strategy Implementation (Upgrade and refurbishment of tennis court surfaces)	99			-99	99	24	-75	-75%	0	Tennis Club contributions. Deflection in income of \$395, to be claimed in 2016/17.
ADS Equipment	0		52	52	52	52	0	0%	0	Dept of Human Services, \$520 received in advance
Rooping Park Upgrade of Floodlights	127			15	127	157	30	24%	0	\$700 SPP grant, \$100 AFL Contribution and \$100 Club Contributions
Deane Yarra Linear Heritage Program	65		16	16	82	72	-10	-12%	0	Melbourne water licence - \$500 received in advance
Street Furniture Throughout City	35		10	4	40	39	-1	-3%	0	Sustainability Victoria grant - \$100 received in advance
Park Avenue Reserve Synthetic Soccer Pitch	200			-170	90	90	0	0%	0	\$50 SPP grant received in 2015/16, \$100 balance of SPP grant to be claimed in 2016/17, \$100 Club Contributions to be received in 2016/17
Divis Road Identification Signage	4				4	4	0	0%	0	Community Group contribution
Mullum Mullum Highball Facility	0		93	91	91	91	0	0%	0	\$200 SPP grant received in advance. Additional \$500 Melbourne Water grant.
Melbourne Water Corridors of Green	0		29	29	29	29	0	0%	0	Melbourne Water grant received in advance
Zabini Reserve Floodlighting	0			90	40	72	32	80%	0	\$400 Club Contributions and \$200 State Government grant
Rooping Park Tennis Club Pavilion	0			95	95	95	0	0%	0	Club Contributions
Highball Facilities, Leeds St, Doncaster Station, DSC, Park Drive Community Centre, Templestowe Heights and Donkey Corral	0			887	887	887	-80	-9%	0	Accessioned funding received for the replacement of most of these facilities previously managed by the BPA.
Doncaster Baseball Club upgrade of floodlights	0		22	22	93	23	-70	-75%	0	\$200 SPP grant received in advance, \$110 Club Contributions to be received in 2016/17.
Monteson Early Education Centre Upgrade	0			88	88	88	0	0%	0	Pre School contribution
Maringham Community Health - Stair	0			83	83	83	0	0%	0	Maringham Community Health contribution
Yarra St - Princes Place - Toilet block	0			27	40	27	-13	-33%	0	\$200 Warrandyte Bakery contribution (received from 14/03)
New Footpath Construction (JPM) - Brimley Street	0			15	0	15	15	100%	0	Department of Education and Training Income
AMS Paved & Open Space (Speeding Reserves - East Doncaster and Warrington) - Cricket Club Contributions and Templestowe Fix Track	0			31	18	32	14	78%	0	Cricket Club Contributions, Adelaide RR, State Grant and SPP club contribution
AMS Roads and Reserves (JPM and Collector Road Reserve) - Horwood road and Brusby Park Road	0			490	0	490	490	100%	0	State of Victoria Reserves contribution
Mullum Mullum (Donvale) Rowing Hockey	0			50	0	50	50	100%	0	Rowing Club Contribution
Total	4,135	360	877	2,156	8,707	8,680	-27	-0.3%	0	

Land Purchases & Sales

A forecast budget of \$2.163 million was provided for the development, upgrade and acquisition of public open space. The following is a summary of current Land Purchases:

Land Purchases	Adopted Budget \$'000	Forecast Budget \$'000	YTD Forecast \$'000	YTD Actual \$'000	YTD Var \$'000	YTD Var %	Comments
Open Space							
<ul style="list-style-type: none"> Warrandyte Bakery (193 Yarra Street) Whitefiars College (Mullum Mullum Linear Trail) Glennville Court, Templestowe 	300	2,163	2,163	2,088	75	-3.5%	The shortfall is to be funded from Resort and Recreation Reserve.
Doncaster Hill Strategy							
Nil	0	0	0	0	0	0%	
Forecast YTD Outcome	300	2,163	2,163	2,088	75	-3.5%	

Year End Position 2015/16

The value of works completed (actual total expenditure) on capital projects at end of June is currently stated at \$36.054 million (non-capitalised) with the following variances and adjustments:

Summary of Variances	\$'000
Approved Carry Overs to 2016/17 MYR (Table B)	950
Approved Carry Overs to 2016/17 Post MYR (Table C)	3,849
Proposed Carry Overs to 2016/17 Post MYR (Table D)	1,359
Additional Grants and Income (Post MYR) (Table E)	593
Budget Adjustments (Post MYR) (Table F)	1,781
Approved Deferrals/Transfers (Table G)	3,524
Proposed Deferrals/Transfers (Table H)	446

Approved Carry Forwards (2015/16 MYR)

The following is a list of approved carry forwards to 2016/17:

Table B - Approved Carry Forwards	\$'000	Comments
<ul style="list-style-type: none"> Energy Efficiencies 	130	In order to obtain maximum benefit and value with the replacement of street light fittings and subsequent reduction in operating costs, it is proposed that the works be undertaken over a two year period resulting in the need to carry forward funds to complete the project in 2016/17.
<ul style="list-style-type: none"> Drainage Strategy Implementation (Bolin Bolin Wetlands) 	251	Negotiation delays have been encountered in seeking resolution from the external funding partners regarding the current funding shortfall and the ongoing operational costs. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year resulting in the need to carry forward \$251K to complete the project in 2016/17.
<ul style="list-style-type: none"> Contract and Project Management System 	200	The project is presently focussed on improving and maturing project management disciplines and processes that will ultimately translate into a corporate wide technology solution. The project will not be sufficiently advanced due to project planning and internal resourcing issues to enable the entire allocation of funds to be spent this financial year.

<ul style="list-style-type: none"> • Park Avenue Reserve Synthetic Soccer Pitch 	169	Project planning and consultation delays have been encountered with the club in finalising the scope of works. The works will also need to be undertaken during the non sporting season (late autumn and winter) when disruption to the club and sports ground users will be minimised. As a result, the project will not be sufficiently advanced to enable the majority of funds to be spent this financial year.
<ul style="list-style-type: none"> • Sheahans Road Highball Facility 	200	The successful delivery of the project is dependent on a contribution of \$600K from the Bulleen Templestowe Basketball club, which is required prior to the signing of the contract to commence works. The project will not be sufficiently advanced to enable the majority of funds to be spent this financial year.
Total	950	

Approved Carry Forwards (Post 2015/16 MYR)

The following is a list of approved post MYR carry forwards to 2016/17:

Table C - Approved Carry Forwards	\$'000	Comments
<ul style="list-style-type: none"> • Donvale Reserve Pavilion Upgrade 	150	Project planning and design to be undertaken in 2015/16. Remaining funds are to be carried forward to undertake construction works in 2016/17 following consultation with the sports club.
<ul style="list-style-type: none"> • Mullum Mullum Linear Park Stage 3 (footbridge and trail works) 	1,069	Project will not be completed this financial year due to finalising land requirements and obtaining statutory approval for the commencement of works and wet weather delays. The works will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year resulting in the need to carry forward \$1,069K to complete the works in 2016/17.
<ul style="list-style-type: none"> • AMS Buildings - Donvale Pre School 	100	Extensive consultation was necessary with the preschool, which delayed the tender process.

<ul style="list-style-type: none"> • Drainage Strategy Implementation (Bolin Bolin wetlands, Gregory Court, Prospect Road and Melbourne Hill Road) 	1,413	<p>Ongoing negotiation and approval delays have been encountered with Bolin Bolin Wetlands in seeking resolution from an external funding partner regarding the current funding shortfall and the ongoing operational costs. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year resulting in the need to carry forward an additional \$500K to complete the project in 2016/17.</p> <p>Progress with the Gregory Court drainage works has been delayed owing to the Boroondara planning approvals process requiring nine months to negotiate resulting in the need to carry forward \$518K to complete the project in 2016/17.</p> <p>The Prospect Road outfall drain works has been delayed due to the need to develop of several concept proposals, prior to resolving a feasible solution, resulting in the need to carry forward \$236K to complete the project in 2016/17.</p> <p>Melbourne Hill Road drainage works have encountered consultation and approval delays following modifications to the scheme, resulting in the need to carry forward \$159K to complete the project in 2016/17.</p>
<ul style="list-style-type: none"> • TEA Replacement 	140	<p>Delays encountered due to re-scoping of project and review of internal processes to ensure user needs and requirements will be met.</p>
<ul style="list-style-type: none"> • Asset Management System Replacement 	148	<p>Project planning and approval delays due to elongated vendor selection process involving a detailed gap analysis of intended project delivery processes and framework, combined with module demonstrations and a negotiated implementation schedule.</p>
<ul style="list-style-type: none"> • Zerbes Reserve Floodlighting 	150	<p>Delays encountered with the procurement of lighting poles due to contractor availability and supplier issues.</p>
<ul style="list-style-type: none"> • Yarra Street Pride of Place (Toilet Block and Streetscape works) 	294	<p>Delays with toilet block due to compliance issues with the local heritage overlays of the site, combined with concerns with the structural integrity of the refrigerated shipping container onsite that needed to be removed. \$96K carry forward.</p> <p>Delays with streetscape works due to a need to coordinate the works with an adjacent private development and new driveway, as well as changes resulting from waste collection for the shopping centre and VicRoads approval. \$196K carry forward.</p>
<ul style="list-style-type: none"> • Duct Sealing Works - Civic Offices 	150	<p>Delays encountered due to contractor availability and competing work priorities.</p>

• Koonung Creek Linear Park (Trail Works)	105	Delays in finalising the cultural heritage management plan that is a statutory requirement before the Church Road shared path works can commence.
• Finns Reserve Management Plan (Footbridge, River Access and Paths)	130	Delays in obtaining Melbourne water approval for the works.
Total	3,849	

Proposed Carry Forwards (Post 2015/16 MYR)

The following is a list of proposed post MYR carry forwards to 2016/17, to be adjusted at the 2016/17 MYR:

Table D - Proposed Carry Forwards (2016/17 MYR)	\$'000	Comments
• Cleaner Yarra Litter Hotspots Program	61	Protracted consultation and approval delays encountered with other internal service units. The changeover of Council's waste services contract also delayed direct discussions with the contractor on the compatibility of the proposed programmed works with Council's garbage truck side-loaders.
• Drainage Strategy Implementation (Bolin Bolin wetlands and King Street)	106	Additional carry forward - Ongoing negotiation and approval delays have been encountered with the Bolin Bolin wetlands project. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year resulting in the need to carry forward an additional \$34K to complete the project in 2016/17. The King Street outfall drain works has been delayed due to the need to develop several concept proposals, prior to resolving a feasible solution. As a result, the project will not be sufficiently advanced to enable the current allocation of funds to be spent this financial year resulting in the need to carry forward \$74K to complete the project in 2016/17.
• AMS Buildings - Doncaster Tennis Club Refurbishment, Neighbourhood Safer Places and Swanston Street Gym)	155	Doncaster Tennis club has encountered design delays due to re-scoping of works and competing priorities. \$110K carry forward. Neighbourhood Safer Places program has encountered consultation and approval delays, combined with contractor availability issues. \$25K carry forward. The Swanston Street gym has been delayed due to a review of scoping requirements that includes opportunities for a mixed use facility. Additional \$20K carry forward.
• Invoice Scanning Solution	76	The project will not be sufficiently advanced due to project planning and internal resourcing issues to enable the entire allocation of funds to be spent this financial year.

• Risk Management, Audit and PDR Software	38	Delays encountered with risk management and audit vendor selection.
• Doncaster Baseball Club Upgrade	36	Planning permit delays and latent conditions have impacted on works.
• Contract and Project Management System	36	Additional carry forward - Delays encountered due to re-scoping of project and review of internal processes to ensure user needs and requirements will be met.
• Energy Efficiencies	53	Additional carry forward - Stage 1 works completed as programmed. Balance of funds rolled over to assist in delivery of Stage 2 in 16/17, in order to realize cost efficiencies associated with larger scale project.
• Sheahans Road Highball Facility	21	Additional carry forward - The design and documentation of the Sheahans Road Highball facility has been. It was not possible to award the construction tender and commence construction this year due to community consultation resulting in the need to carry forward additional unspent funds.
• Thompsons Road Retaining Wall	50	Works delayed due to difficulties resolving contractual issues.
• Highball Facilities - Templestowe Heights Stadium	50	Project planning and scheduling issues have delayed the installation of the new sports stadium flooring and toilet upgrade, which will be undertaken during the school holidays in July.
• 100 Acres Reserve Management Plan (Signs and Paths)	125	Delays encountered due to supplier issues for the installation of signs and completion of path upgrades due to contractor availability.
• Implementation of Horse Riding Strategy	80	Delays due to time required for the redesign of road side verge widening to keep within planning permit allowance for vegetation removal.
• Implementation of Tennis Court Strategy	55	Delays encountered due to tender approval issues and contractor availability.
• Tikalara Park Development	20	Delays due to time required to complete cultural heritage field investigation and survey.
• Mullum Mullum Linear Park Stage 1	60	Delays encountered due to supplier issues for the replacement of major signage around the main entrance to Currawong Park and Conference Centre.
• Plant Replacement Program	280	Consultation, approval and supplier delays encountered with the replacement of a Street Sweeper.
• ADS Equipment	55	Delays encountered with suppliers relating to the purchase of specialised equipment.
Total	1,359	

Additional Grants and Income (Post MYR)

The following is a list of additional grants and income that was not included in the current program, for works to be undertaken in 2015/16:

Table E - Additional Grants and Income	\$'000
• Koonung Park Reserve Floodlights (Club contribution)	19
• Sportsground Refurbishment Program - Wonga Park Reserve (Club income)	6
• AMS Passive and Open Space - Templestowe Flat Track (Club income)	13
• Zerbes Reserve Floodlighting (\$40K State grant)	40
• New Footpath Construction (PPN) - Brackenbury Street (Department of Education and Training)	15
• Mullum Mullum (Donvale) Bowls Hockey (Club contribution)	50
• AMS Link and Collector Road Pavements (Shire of Yarra Ranges contribution)	450
Total	593

Budget Adjustments (Post MYR)

The following is a list of budget adjustments that were not included in the current program, for works to be undertaken in 2015/16, or income that has been reduced and will not be received this financial year:

Table F - Budget Adjustments	\$'000
• Asset Management System Replacement (Additional capital funds for the IT Transformation and PC Refresh Program that was endorsed at SBS on 8 December)	82
• Project and Contract Management Solution (Additional capital funds for the IT Transformation and PC Refresh Program that was endorsed at SBS on 8 December)	72
• TEA Council Reporting Software (Additional capital funds for the IT Transformation and PC Refresh Program that was endorsed at SBS on 8 December)	80
• Civic Centre Duct Sealing Works (Transfer of funds from operating budget - GoGo Initiatives)	65
• Open Space Land Purchases (Transfer of funds from Resort & Recreation Reserve)	1,863
• Yarra Street Pride of Place - New Toilet Block (Bakery contribution has been reduced following negotiations for the sale of land)	(13)
• Plant Replacement Program (Reduction in income due to slowdown in the sale of plant and equipment items, which is dictated by market rates)	(322)
• Implementation of Tennis Court Strategy (\$35K of club income will not be received due to project planning and approval delays)	(35)
• Doncaster Baseball Club Floodlights (Club income to be received in 2016/17)	(11)
Total	1,781

Approved Transfers

The following is a summary of approved transfer of capital funds to enable additional progress and effective utilisation of funds is made under the Capital Works Program is summarised below:

Table G - Approved Transfers	\$'000	Comments
<ul style="list-style-type: none"> Aquarena Master Plan Implementation 	997	Transfer of \$300K from Drainage Strategy (Line 27), \$200K from Road Management Strategy Upgrades (Line 16), \$300K from Leeds Street Indented Parking Bays (Line 11), \$97K from Donvale Reserve Pavilion (Line 49) and \$100K from Sheahans Road Reserve Upgrade (Line 80). Note: The transferred amounts are to be restored to these projects in 2016/17 or later years by adjustments to other project budgets and cash flows
<ul style="list-style-type: none"> Implementation of Horse Riding strategy 	44	Transfer of \$44K from Doncaster Hill Streetscape infrastructure (Line 88) following the transfer of funds in 2014/15 from the Horse Riding Strategy for the installation of lighting at Doncaster Hill.
<ul style="list-style-type: none"> Mullum Mullum Highball Facility 	1,100	Transfer of \$345K from Colman Park Pavilion (Line 48), \$585K from Park Avenue Reserve Soccer Pitch (Line 57), and \$170K from AMS Buildings - Swanston Street Gym (Line 82). Note: The transferred amounts are to be restored to these projects in 2016/17 by adjustments to other project budgets and cash flows.
<ul style="list-style-type: none"> Advanced Design Fees 2016/17 	184	Transfer of \$184K from Road Management Strategy Upgrades (Line 16)
<ul style="list-style-type: none"> Stintons Reserve Former Landfill Site (Rehabilitation) 	190	Transfer of \$190K from Road Management Strategy Upgrades (Line 16)
<ul style="list-style-type: none"> Road Safety Improvements - Local Roads 	30	Transfer of \$30K from Road Management Strategy Upgrades (Line 16)
<ul style="list-style-type: none"> Road Safety Improvements - Link and Collector Roads 	29	Transfer of \$29K from Road Management Strategy Upgrades (Line 16)
<ul style="list-style-type: none"> Road Management Strategy - Traffic and Road Use 	21	Transfer of \$2K from Road Management Strategy Upgrades (Line 16) and \$19K from Drainage Strategy (Line 27)
<ul style="list-style-type: none"> Road Traffic LATM Construction 	21	Transfer of \$21K from Drainage Strategy (Line 27)
<ul style="list-style-type: none"> Thompsons Road Retaining Wall 	21	Transfer of \$21K from Drainage Strategy (Line 27)
<ul style="list-style-type: none"> Civic Centre / Depot Minor Upgrades 	94	Transfer of \$94K from Civic Centre Draught Proofing (Line 10).
<ul style="list-style-type: none"> Doncaster Quarry 	20	Transfer of \$20K from Civic Centre Draught Proofing (Line 10).
<ul style="list-style-type: none"> Wonga Park Reserve (sewer backlog works) 	36	Transfer of \$36K from Road Management Strategy Upgrades (Line 16).

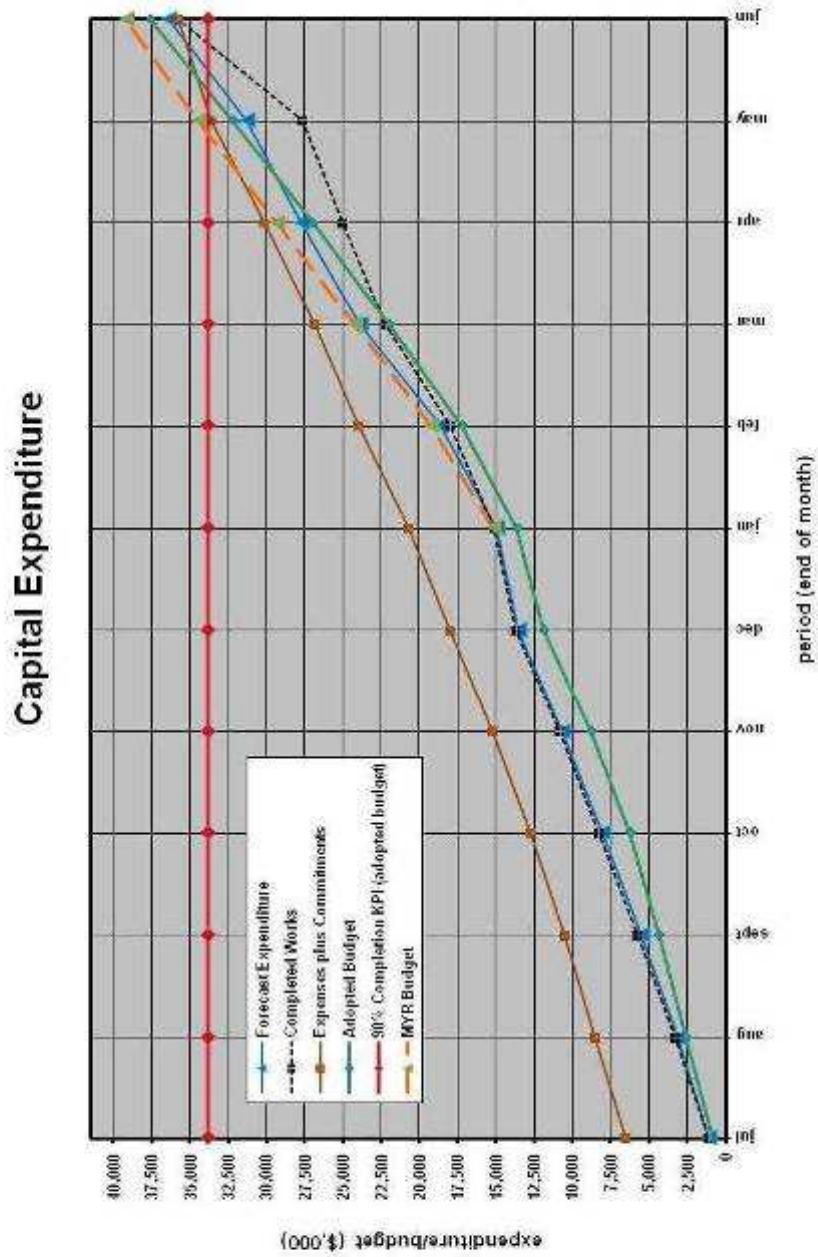
• Zerbes Reserve Floodlighting	176	Transfer of \$176K from Road Management Strategy Upgrades (Line 16).
• Bulleen Park Canteen / Store	37	Transfer of \$37K from Road Management Strategy Upgrades (Line 16).
• Invoice Scanning	52	Transfer of \$52K from Road Management Strategy Upgrades (Line 16).
• AMS Project Management and Administration	17	Transfer of \$17K from Road Management Strategy Upgrades (Line 16).
• Mullum Mullum Highball Facility	350	Transfer of \$350K from Drainage Strategy Implementation (Line 27). Note: The transferred amount is to be restored in 2016/17 from the Mullum Mullum Highball Facility project.
• Civic Centre Duct Sealing	85	Transfer of \$85K from Drainage Strategy Implementation (Line 27). Note: The transferred amount is to be restored in 2016/17 from the Mullum Mullum Highball Facility project.
• AMS Passive and Open Space - Outdoor Basketball / Netball / Hockey Facilities / Sporting Facilities (Flat Track resurfacing)	20	Transfer of \$20K from Miscellaneous General Leisure (Line 55).
Total	3,524	

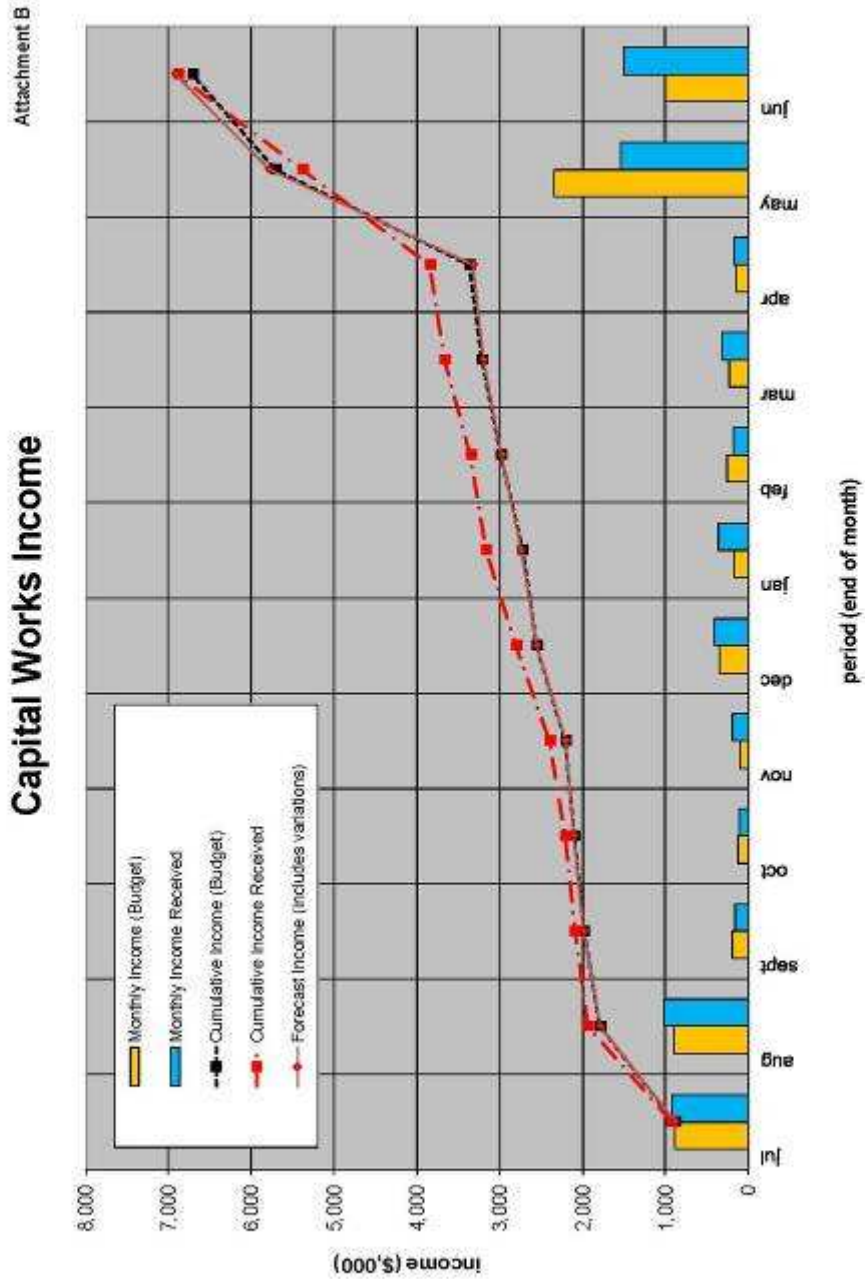
Proposed Transfers

The transfer of funds is required on the following project in order to meet current asset and service needs, to enable additional progress and effective utilisation of funds is made under the Capital Works Program.

Table H - Proposed Transfers	\$'000	Comments
• Sportsground Refurbishment Program (Deep Creek Reserve)	30	Transfer of \$30K from Zerbes Reserve Floodlighting (Line 93).
• Advanced Design Fees	64	Transfer of \$8K from Footpath Council Properties (Line 1), \$29K from New Footpath Construction (Line 5), \$20K from Road Management Strategy Traffic and Road Use (Line 17), \$4K from Traffic Control Devices Local Roads (Line 19) and \$3K from Road Management Strategy Upgrades (Line 16).
• Jumping Creek Road Strategy	23	Transfer of \$23K from Road Management Strategy Upgrades (Line 16).
• Road Safety Improvements	26	Transfer of \$26K from Road Management Strategy Upgrades (Line 16).

• Traffic Control Devices Link Roads	10	Transfer of \$10K from Road Management Strategy Upgrades (Line 18)
• Traffic Management LATM	24	Transfer of \$24K from Road Management Strategy Upgrades (Line 18)
• Bicycle Strategy Implementation	80	Transfer of \$38K from Road Management Strategy Upgrades (Line 18) and \$41K from Bus Bay Construction (Line 24)
• Bus Shelter Installation	5	Transfer of \$5K from Road Management Strategy Upgrades (Line 18)
• Stintons Reserve Former landfill Site	48	Transfer of \$48K from Road Management Strategy Upgrades (Line 18)
• Drainage Strategy Implementation	18	Transfer of \$18K from Road Management Strategy Upgrades (Line 18)
• Doncaster Hill Transport Infrastructure	21	Transfer of \$21K from Local Activity Centres (Line 34)
• Play Spaces Development Program	40	Transfer of \$20K from AMS Play Spaces (Line 85) and \$20K from Zerbes Reserve Toilet block (Line 64)
• IT Help Desk Upgrade	20	Transfer of \$20K from Zerbes Reserve Toilet block (Line 64)
• Green Gully Linear Park	27	Transfer of \$20K from Zerbes Reserve Toilet block (Line 64) and \$7K from Play Equipment (Line 44)
• Doncaster Baseball Club Upgrade of Floodlights	10	Transfer of \$10K from AMS Parks & Open Space (Floodlighting)
Total	446	





ATTACHMENT C

TRAFFIC LIGHT PROGRAM

CAPITAL WORKS PROGRAM 2015/16

Line Item No.	Description of Works	Budgeted Budget 2015/16	Current Budget 2015/16	YTD Budget to Date	YTD Actual to Date	YTD Variance	YTD Spend to Date	Financial Approval		Budget Approval		Contract Approval		Comments
								Start	End	Start	End	Start	End	
15	2-Provoost Drive	10												
16	2-15 Hazelton Circle	10												
17	15-Bowling Alley Road	10												
18	24-Island Street	5												
19	11-Halifax Avenue	5												
20	25-21 Alton Avenue	15												
21	21-50 North Valley Road	5												
22	206-Vern Road	15												
23	Station Works	15												
24	1-9th	15												
25	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
26	26-15th Avenue	31												
27	Provoost Drive	10												
28	24-Island Street	10												
29	21-50 North Valley Road	10												
30	206-Vern Road	10												
31	Station Works	10												
32	1-9th	10												
33	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
34	26-15th Avenue	31												
35	Provoost Drive	10												
36	24-Island Street	10												
37	21-50 North Valley Road	10												
38	206-Vern Road	10												
39	Station Works	10												
40	1-9th	10												
41	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
42	26-15th Avenue	31												
43	Provoost Drive	10												
44	24-Island Street	10												
45	21-50 North Valley Road	10												
46	206-Vern Road	10												
47	Station Works	10												
48	1-9th	10												
49	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
50	26-15th Avenue	31												
51	Provoost Drive	10												
52	24-Island Street	10												
53	21-50 North Valley Road	10												
54	206-Vern Road	10												
55	Station Works	10												
56	1-9th	10												
57	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
58	26-15th Avenue	31												
59	Provoost Drive	10												
60	24-Island Street	10												
61	21-50 North Valley Road	10												
62	206-Vern Road	10												
63	Station Works	10												
64	1-9th	10												
65	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
66	26-15th Avenue	31												
67	Provoost Drive	10												
68	24-Island Street	10												
69	21-50 North Valley Road	10												
70	206-Vern Road	10												
71	Station Works	10												
72	1-9th	10												
73	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
74	26-15th Avenue	31												
75	Provoost Drive	10												
76	24-Island Street	10												
77	21-50 North Valley Road	10												
78	206-Vern Road	10												
79	Station Works	10												
80	1-9th	10												
81	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
82	26-15th Avenue	31												
83	Provoost Drive	10												
84	24-Island Street	10												
85	21-50 North Valley Road	10												
86	206-Vern Road	10												
87	Station Works	10												
88	1-9th	10												
89	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
90	26-15th Avenue	31												
91	Provoost Drive	10												
92	24-Island Street	10												
93	21-50 North Valley Road	10												
94	206-Vern Road	10												
95	Station Works	10												
96	1-9th	10												
97	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
98	26-15th Avenue	31												
99	Provoost Drive	10												
100	24-Island Street	10												
101	21-50 North Valley Road	10												
102	206-Vern Road	10												
103	Station Works	10												
104	1-9th	10												
105	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
106	26-15th Avenue	31												
107	Provoost Drive	10												
108	24-Island Street	10												
109	21-50 North Valley Road	10												
110	206-Vern Road	10												
111	Station Works	10												
112	1-9th	10												
113	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
114	26-15th Avenue	31												
115	Provoost Drive	10												
116	24-Island Street	10												
117	21-50 North Valley Road	10												
118	206-Vern Road	10												
119	Station Works	10												
120	1-9th	10												
121	25-Orange Street	Plant	3,100	3,075	74	11	11							21/06/16 - carry forward up adjacent from 2015/15 negotiation with T&E has been completed in working consultation with Council regarding the current status of the project. The current status is that the contract has been awarded to the contractor and the project is expected to start in early 2016/17. The project is expected to be completed in early 2017.
122	26-15th Avenue	31												
123	Provoost Drive	10												
124	24-Island Street	10												

12. COMMUNITY PROGRAMS

There were no Community Programs reports.

13. CORPORATE SERVICES

13.1 Investment Policy - 2016 Review

Responsible Director: Director Shared Services

File No. .

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

This report outlines the outcome of the scheduled two yearly review of Council's Investment Policy. The Investment Policy was last reviewed in 2014.

The primary objective of the Investment Policy is to provide a framework for the optimum investment of Council funds while having due regard to risk, liquidity and security of investments.

The reviewed Policy enables management to utilise the services of an independent investment advisor and provides for a moderate easing of Investment Category limits and Individual Institution (ADI) limits. It is projected that these changes will enable Council to earn an additional \$50,000 interest income while still maintaining appropriate control and having due consideration of risk.

It is recommended that the attached Investment Policy be adopted.

1 BACKGROUND

1.1 The reviewed Investment Policy maintains strong control and oversight of the investment function while providing a greater degree of flexibility in investment decisions.

2 PROPOSAL/ISSUE

2.1 The reviewed Policy provides a stronger balance between optimising investment returns and due consideration of risk.

2.2 The key changes to the Policy are as follows:

2.2.1 Enables the appointment of an independent, licensed Investment Advisor to assist with investment decisions and strategy

2.2.2 Provides additional flexibility through a moderate easing of Investment Category limits (maximum percentage of investment pool in any one credit rating category):

Investment category	2014 Policy	2016 Policy
AAA category	100%	100%
AA Category	100%	100%
A	40%	60%
BBB+ to BBB	Included in A	35%

- 2.2.3 Provides additional flexibility through a moderate easing of Individual Institution (ADI) limits (maximum dollar value per individual ADI):

Investment category	2014 Policy	2016 Policy
AAA category	35%	40%
AA Category	35%	40%
A	\$4 million	20%
BBB+ to BBB	\$4 million	15%

- 2.2.4 Allows for investments in the BBB credit rating (previously only BBB+).
- 2.3 The Policy does not allow Investments with a long term rating at or below BBB- (including unrated ADI).
- 2.4 The Policy principles in 2.2.1 to 2.2.4 were noted by the Audit Committee at its 15 July 2016 meeting.

3 POLICY/PRECEDENT IMPLICATIONS

- 3.1 This report updates the existing Investment Policy of Council.

4 FINANCIAL PLAN

- 4.1 The outcome of the reviewed Policy is a potential additional \$50,000 in interest income. The additional revenue will be taken up in the 2016/17 Mid Year Review which is due to be tabled at the January 2017 Council meeting.

5 CONCLUSION

- 5.1 The reviewed Investment Policy maintains strong control and oversight of the investment function while providing a greater degree of flexibility in investment decisions.

OFFICER'S RECOMMENDATION

That the attached Investment Policy be adopted.

Moved: GRIVOKOSTOPOULOS
Seconded: KLEINERT

That the Recommendation be adopted.

CARRIED

"Refer Attachments"

Attachment 1: Investment Policy 2016

* * * * *



Policy Register

Investment Policy

Draft - not approved

Policy Classification	- Finance
Policy N°	- TBC
Policy Status	- Draft
Responsible Service Unit	- Financial Services
Authorised by	- Council
Date Adopted	- projected July 2016
Next Review Date	- June 2018

This policy is part of a suite of policies adopted by Council or the Executive Management Team (EMT).

New or replacement policies can be created and developed within Service Units but can only be added to Council's Policy Register by Governance Services following the approval of the policy by Council or the EMT.

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**Policy Register
Investment Policy**

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Draft - not approved



Policy Register Investment Policy

1. PURPOSE

- 1.1. The purpose of this Policy is to provide a framework for the optimum investment of Manningham City Council's funds at the most favourable rate of interest available to it at the time, whilst having due consideration of risk, liquidity and security for its investments.
- 1.2. This Policy recognises the legislative requirements and obligations for the investments of Council's funds. It is Council's intention to comply with investment regulations and directions of the Local Government Act 1989, and where inconsistent, the Policy is to be read as subject to these.
- 1.3. Consideration is to be given to the preservation of capital, liquidity and return of investments with the primary objectives of for the investment portfolio being:
 - 1.3.1. Compliance with legislation, regulations and other guidelines issued by the Minister;
 - 1.3.2. Preservation of the amount invested;
 - 1.3.3. To ensure there is sufficient funds to meet all reasonably anticipated cash flow requirements
 - 1.3.4. To maximise the return on invested funds, including meeting or exceed the performance benchmarks in this policy.

2. POLICY STATEMENT

- 2.1. Prudent person
 - 2.1.1. The investments will be managed with the care, diligence and skill that a prudent person would exercise. As trustees of public monies, officers are to manage Council's investment portfolios to safeguard the portfolio and not invest for speculative purposes.
- 2.2. Ethics and conflict of interest
 - 2.2.1. Officers shall refrain from personal activities that would conflict with the proper execution and management of Council's investment portfolio. This Policy requires officers to disclose any conflict of interest to the Director Shared Services.
 - 2.2.2. If used, independent Investment Advisors are to declare that they have no actual or perceived conflicts of interest and receive no inducements in relation to Council's investments.
 - 2.2.3. At times, it may be advantageous to deal with third parties that are remunerated on a transaction rather than retainer basis. Council will use such suppliers to its advantage, and have regard to:
 - a) Administrative cost savings;
 - b) Ability to access higher (retail) rates where exceeding the direct transaction costs;
 - c) Access to ADIs that would not normally be available to Council directly;



Policy Register Investment Policy

- d) Limited access or initial public offerings deals, or other secondary market opportunities that are only available from specific sources;
 - e) The costs of other distribution channels that do not involve transaction remuneration.
- 2.2.4. If Council uses an independent Advisor or third party supplier/dealer, it will take steps to ensure that:
- a) Suppliers used are appropriately licensed, reputable and capable;
 - b) Funds and identification data are sufficiently secured;
 - c) Third party arrangements do not materially worsen Council's credit risks by creating exposure to the dealer;
 - d) Remuneration arrangements are reasonable and transparent; and
 - e) Deposits are always placed direct with the authorised ADI.
- 2.3. Authorised investments
- 2.3.1. All investments must be denominated in Australian dollars and are limited to those allowed by the Victorian Local Government Act 1989 (Section 143), relevant regulations and Minister's guidelines. Authorised investments are:
- a) Bank accepted / endorsed bank bills
 - b) Bank Negotiable Certificate of Deposits
 - c) Bank interest bearing deposits
 - d) Victorian State Government or Commonwealth Government Bonds
 - e) On deposit with other authorised deposit taking institutions
 - f) On deposit with an eligible money market dealer within the meaning of the Corporations Act, and
 - g) Any other manner approved by the Minister.
- 2.4. Prohibited Investments:
- 2.4.1. This policy prohibits the following investments:
- a) Derivative based instruments;
 - b) Principal only investments or securities that provide potentially nil or negative cash flow;
 - c) Stand-alone securities issued that have underlying futures, options, forwards contracts and swaps of any kind;
 - d) Floating Rate Notices (FRN);
 - e) Mortgage of land;
 - f) Managed funds; and
 - g) The use of leveraging (borrowing to invest). However nothing in the Policy shall prohibit the short-term investment of loan proceeds where the loan is raised for non-investment purposes and there is a delay prior to the spending occurring.



Policy Register Investment Policy

2.5. Risk Management Guidelines

- 2.5.1. Investments decisions will be made taking into consideration the following key criteria:
- a) Preservation of Capital - the requirement for preventing losses in an investment portfolio's total value;
 - b) Credit Risk - the risk that a party or guarantor to a transaction will fail to fulfil its obligations. In the context of this document it relates to the risk of loss due to the failure of an institution/entity with which an investment is held to pay the interest and/or repay the principal of an investment;
 - c) Diversification - the requirement to place investments in a broad range of products so as not to be over-exposed to a particular sector of the investment market;
 - d) Liquidity Risk - the risk an investor runs out of cash, is unable to redeem investments at a fair price within a timely period, and thereby incurs additional costs (or in the worst case is unable to execute its spending plans);
 - e) Market Risk - the risk that fair value or future cash flows will fluctuate due to changes in market prices, or benchmark returns will unexpectedly overtake the investment's return.
 - f) Maturity Risk - the risk relating to the length of term to maturity of the investment. The longer the term, the greater the length of exposure and risk to market volatilities.
 - g) Rollover risk - the risk that income will not meet expectations or budgeted requirement because interest rates are lower than expected in future.

2.6. Investment Advisor

- 2.6.1. Council may use an independent Investment Advisor.
- 2.6.2. The Investment Advisor is appointed by the Director Shared Services and must be licenced by the Australian Securities and Investment Commission (ASIC). The Advisor must be independent and confirm in writing that they have no actual or potential conflict of interest in relation to investment products being recommended and is free to choose the most appropriate product within the terms of this Policy. This includes receiving no commissions or other benefits in relation to the investments being recommended or reviewed, unless these commissions or benefits are passed on directly to Council.

2.7. Accounting

- 2.7.1. Council will comply with relevant Accounting Standards in valuing its investments and quantifying its investment returns.
- 2.7.2. In addition to recording investment income according to Accounting Standards, published reports may show a break-down of its duly calculated investment returns into realised and unrealised capital gains and losses, and interest.
- 2.7.3. Other relevant issues will be considered in line with relevant Accounting Standards, such as discount or premium, designation as held-to-maturity or on a fair value basis, and impairment.



Policy Register Investment Policy

- 2.7.4. Documentary evidence must be held for each investment and details thereof maintained in an investment register. The documentary evidence must provide Council legal title to the investment.
- 2.7.5. For audit purposes, certificates must be obtained from the banks/fund managers/custodian confirming the amounts of investment held on Council's behalf at 30 June each year.

2.8. Safe Custody Arrangements

- 2.8.1. Where necessary, investments may be held in safe custody on Council's behalf, as long as the following criteria are met:
- Council must retain beneficial ownership of all investments;
 - Adequate documentation is provided, verifying the existence of the investments at inception, in regular statements and for audit; and
 - The Custodian conducts regular reconciliation of records with relevant registries and/or clearing systems.

2.9. Credit Quality Limits

- 2.9.1. The portfolio credit guidelines to be adopted will refer to the Standard and Poor's ratings system criteria. Moody's may also be used to assess investment ratings where available.
- 2.9.2. In the event of disagreement between agencies as to the rating ("split ratings") Council shall use the higher in assessing compliance with portfolio Policy limits, but for conservatism shall apply the lower in assessing new purchases.
- 2.9.3. However, the primary control of credit quality is the prudential supervision and government support and explicit guarantees of the ADI sector, not ratings.
- 2.9.4. The maximum holding limit in each rating category at the time of making an investment decision for Council's portfolio shall be:

Long Term Rating Range (or Moody's equivalent)	Maximum holding
AAA category	100%
AA category or Major Banks*	100%
A category	60%
BBB+ to BBB category	35%
BBB- and below (including unrated ADI)	0%

*For the purposes of this Policy, Major Banks are currently defined as the Approved Deposit-Taking Institution (ADI) deposit or senior guaranteed principal and interest ADI securities issued by the major Australian Banking Groups:

- Australia and New Zealand Banking Group Limited
- Commonwealth Bank of Australia
- National Australia Bank Limited
- Westpac Banking Corporation



Policy Register Investment Policy

Including ADI subsidiaries (such as Bank of Western Australia Ltd) whether or not explicitly guaranteed, and brands (such as St George). Council may ratify an alternative definition from time to time.

2.10. Individual Financial Institution Limits

- 2.10.1. Exposure to individual financial institutions will be restricted by their rating so that single entity exposure is limited as detailed in the table below. It excludes any government guaranteed investments.

Individual Institution (ADI) Limits	
Long term rating range (or Moody's equivalent)	Maximum allocation
AAA category	40%
AA category or Major Banks	40%
A category	20%
BBB+ to BBB category	15%
BBB- category	0%
Unrated category	0%

2.11. Term to Maturity Limits

- 2.11.1. Council's investment portfolio shall be structured around the time horizon of investment to ensure that liquidity and income requirements are met.
- 2.11.2. Once the primary aim of liquidity is met, Council will ordinarily diversify its maturity profile as this will ordinarily be a low-risk source of additional return as well as reducing the volatility of Council's income. However, Council always retains the flexibility to invest as short as required by internal requirements or the economic outlook.
- 2.11.3. The factors and/or information used by Council to determine minimum allocations to the shorter durations include:
- Council's liquidity requirements to cover both regular payments as well as sufficient buffer to cover reasonable foreseeable contingencies;
 - Medium term financial plans and major capital projects forecasts;
 - Known grants, asset sales or similar one-off inflows; and
 - Seasonal patterns to Council's investment balances.

Description	Maturity date	Minimum allocation	Maximum allocation
Working capital	0-3 months	20%	100%
Short term funds	3-12 months	20%	75%
Short to medium term funds	1-2 years	0%	50%
Medium term funds	2-5 years	0%	25%
Long term funds	5-10 years	0%	10%



Policy Register Investment Policy

2.12. Quotations for Investments

- 2.12.1. Not less than three (3) quotations shall be obtained from authorised institutions whenever a direct investment is proposed and ideally quotes should be received from a larger range of ADI.
- 2.12.2. The best quote on the day will be successful after allowing for administrative and banking costs, as well as having regard to the limits set in this policy.

2.13. Performance Benchmarks

- 2.13.1. The performance of each investment will be assessed against the benchmarks listed in the table below. It is Council's expectation that the performance of each investment will be greater than or equal to the applicable benchmark by sufficient margin to justify the investment taking into account its risks, liquidity and other benefits of the investment.
- 2.13.2. It is also expected that Council will take due steps to ensure that any investment, notwithstanding a yield above the benchmark rate (taking into account term), is executed at the best pricing reasonably possible.

Investment	Benchmark	Time horizon
11am account, bank balance	Official RBA cash rate	< 1 month
Terms deposits/bank bills and other authorised investments	Applicable RBA Bond Index plus 0.25%	1 month to 10 years

- 2.13.3. The decision to know when to exit longer term investments is based on a range of criteria specific to the investment - including but not limited to factors such as:
- d) Returns expected over the remaining term;
 - e) Fair Values;
 - f) Competing investment opportunities;
 - g) Costs of holding;
 - h) Liquidity and transaction costs; and
 - i) Outlook for future investment values

3. SCOPE OF POLICY

- 3.1. All Council's funds are to be invested in terms of this Policy document.



4. RESPONSIBILITY

- 4.1. Delegation of Authority
- 4.1.1. Authority to implement this Policy is delegated by Council to the Chief Executive Officer in accordance with the Local Government Act, 1989.
 - 4.1.2. The Chief Executive Officer has in turn delegated the day-to-day management and authority to invest Council's surplus funds to the Director Shared Services and the Group Manager Financial Services, who must ensure adequate skill, support and oversight.
 - 4.1.3. The Coordinator Financial Accounting, Financial Accountant and Cash Management and Banking Officer are authorised to act on transfers between Council's 11am account and the general bank account.
 - 4.1.4. Officers' delegated authority to manage Council's investments shall be recorded and they are required to acknowledge they have received a copy of this Policy and understand their obligations in this role.
 - 4.1.5. A quarterly report will be provided to the Chief Executive Officer. The report will detail the investment portfolio in terms of holdings and impact of changes in market value since the previous report. The monthly report will also detail the investment performance against the applicable benchmark, investment income earned versus budget year to date and confirm compliance of Council's investments within legislative and policy limits. Council or the Chief Executive Officer may nominate additional content for reporting.
 - 4.1.6. This Policy will be reviewed biennially and as required in the event of legislative change or as a result of significantly changed economic/market conditions. The Policy may also be changed as a result of other amendments that are to the advantage of Council. Any amendment to this Policy must be by Council resolution.

5. DEFINITIONS

- 5.1. Terms used in this Policy have the following meanings:
- 5.1.1. Act - Local Government Act 1989.
 - 5.1.2. ADI - Authorised Deposit-Taking Institutions (ADIs) are corporations that are authorised under the Banking Act 1959 to take deposits from customers.
 - 5.1.3. Bill of Exchange - a bill of exchange is an unconditional order in writing, addressed by one person to another, signed by the person giving it, requiring the person to whom it is addressed to pay on demand, or at a fixed or determinable future time, a sum certain in money to or to the order of a specified person, or to bearer.
 - 5.1.4. BBSW - the Bank Bill Swap (BBSW) reference rate is the average of mid-rate bank-bill quote from brokers on the BBSW Panel. The BBSW is



Policy Register Investment Policy

calculated daily. Floating rate securities are most commonly reset quarterly to the 90-day BBSW.

- 5.1.5. Council Funds - surplus monies that are invested by Council in accordance with Section 143 of the Act.
- 5.1.6. FRN - a Floating Rate Note (FRN) is a medium to long term fixed interest investment where the coupon is a fixed margin ("coupon margin") over a benchmark, also described as a "floating rate". The benchmark is usually the BBSW and is reset at regular intervals - most commonly quarterly.
- 5.1.7. NCD - is a short term investment in an underlying security being a negotiable certificate of deposit (NCD) where the term of the security is usually for a period of 185 days or less (sometimes up to two years). NCDs are generally discount securities, meaning they are issued and on-sold to investors at a discount to their face value. Sometimes also referred to as "transferrable certificate of deposit" (TCD)
- 5.1.8. RBA Bond Index – f16 Indicative Mid Rates of Australian Government Securities.

Draft - not approved

6. RELATED LEGISLATION/DOCUMENTS

The Policy should be read in conjunction with the following documents/legislation:

- Local Government Act 1989
- Local Government (Planning and Reporting) Regulations 2014
- Banking Act 1959
- Australian Accounting Standards
- Ministerial Guidelines and Circulars
- Long Term Financial Strategy
- Annual Budget



**Policy Register
Investment Policy**

7. DOCUMENT HISTORY

Policy Title:	Investment Policy
Responsible Officer:	Kevin Ayre
Resp. Officer Position:	Principal Accounting Officer
Next Review Date:	June 2018
To be included on website?	Yes, and Intranet

Last Updated	Meeting type? - Council or EMT	Meeting Date	Item N°
2010	Council	28/9/2010	12.1
2012	Council	31/1/2012	12.1
2014	Council	25/2/2014	12.2
2016			

13.2 8-10 Montgomery Street, Doncaster East - Notice of Intention to Sell (Post Statutory Advertising)

Responsible Director: Director Shared Services / Director Planning and Environment

File No. T16/140

The ultimate destination for this report is: COUNCIL

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to note that no submissions have been received in response to Council's Notice of Intention to sell 8-10 Montgomery Street, Doncaster East, and to authorise the Chief Executive Officer to undertake administrative tasks associated with the proposed sale of the land.

At its meeting on 26 April 2016, Council resolved to give public notice of its intention to sell 8-10 Montgomery Street, Doncaster East and to establish a committee under section 223 of the Local Government Act to hear submissions received in relation to the proposed sale.

The Notice of Intention to Sell Land was published in the Manningham Leader on 9 May, 2016 and the closing date for receipt of submissions was 7 June, 2016. No submissions were received.

Council also resolved at its April 2016 meeting to commence the Expression of Interest (EOI) process. In order to facilitate the EOI process it is recommended that the Chief Executive Officer be authorised to both set the reserve price for the sale of the land and to execute any documents associated with the sale of the land and that Council authorise the Common Seal of Council to be affixed to the Transfer of Land and any other documents required to effect the sale and transfer of the land.

1 BACKGROUND

1.1 Council owns five parcels of land at 2-10 Montgomery Street, Doncaster East, which have a total area of approximately 4,600sqm. The subject land forms part of the Doncaster East Village Activity Centre and is commonly referred to as the Montgomery Street sub-precinct. The land comprises:

- 2 Montgomery Street – a small park with an area of approximately 900sqm. The park is encroached on slightly by the adjoining Pre-school.
- 4 Montgomery Street – occupied by Doncaster East Pre-school.
- 6 Montgomery Street – public carpark with poor line-marking.
- 8 Montgomery Street – a building formerly occupied by Doncare and currently leased by Doncaster City Church on a monthly basis. The building has a floor area of around 350sqm and 17 car spaces. The tenant has been formally advised of the impending sale.
- 10 Montgomery Street – carparking providing for about 13 spaces with poor line-marking.

- 1.2 At its meetings of 21 April 2015, 24 November 2015 and 26 April 2016, Council resolved on several matters designed to facilitate the sale of 8-10 Montgomery Street, including:
- The rezoning of 8 Montgomery Street to the General Residential Zone Schedule 2 and the application of a Design and Development Overlay Schedule 13 to land in the area, including 8 -10 Montgomery Street. The related Amendment C102 to the Manningham Planning Scheme has been exhibited, submissions considered, a panel hearing held, the panel report considered by Council and the amendment submitted to the Minister for Planning for approval (9 May 2016).
 - A resolution (26 April 2016) to commence the Expression of Interest (EOI) process, including giving public notice of its intention to sell 8-10 Montgomery Street pursuant to sections 189 and 223 of the *Local Government Act 1989*;
 - A resolution (26 April 2016) to establish a committee under section 223 comprising the Mayor and Koonung Ward Councillors to hear submissions received in regard to the sale of 8-10 Montgomery Street in accordance with section 223 of the *Local Government Act 1989*.
 - Implement a carparking management plan for the Montgomery Street precinct and to commit funds from the sale of the proposed development site towards the upgrading of the laneway.
- 1.3 The Notice of Intention to Sell Land (refer to Attachment 1) was published in the *Manningham Leader* on 9 May, 2016 and the closing date for receipt of submissions was 7 June, 2016.

2 PROPOSAL/ISSUE

- 2.1 No submissions were received in relation to the Notice of Intention to Sell 8-10 Montgomery Street; therefore the section 223 committee is not required.
- 2.2 In order to facilitate and expedite the sale of the land process, it is proposed that the Chief Executive Officer be authorised to both set the reserve price for the sale of the land and to execute any documents associated with the sale of the land and also that Council authorise the Common Seal of Council to be affixed to the Transfer of Land and any other documents required to effect the sale and transfer of the land.

3 PRIORITY/TIMING

- 3.1 It is expected that the Minister for Planning will approve Amendment C102 within the next month.
- 3.2 In the meantime, the Council has formally sought marketing and sale proposals from selected real estate agents in order to consider and then appoint a suitable marketing and selling agent.
- 3.3 Council's legal adviser (Maddocks) has been engaged to prepare EOI documentation, and subsequently undertake for Council the required legal conveyance aspects of the sale of the land.
- 3.4 It is anticipated that the formal EOI campaign will be commenced in early 2016/17, once the Planning Scheme Amendment has been approved by the Minister.

4 POLICY/PRECEDENT IMPLICATIONS

- 4.1 The rezoning of the subject land and its proposed sale will facilitate its redevelopment for higher density residential development. The principles to be embodied in the EOI to guide future development of the site, as endorsed by Council at its meeting on 24 November 2015, also specify a preferred minimum 10% of the development to comprise affordable/disability housing.
- 4.2 The Manningham Municipal Strategic Statement and related Planning Scheme provisions specifically encourage higher density residential development in close proximity to activity centres, as well as the provision of affordable housing.

5 CUSTOMER/COMMUNITY IMPACT

- 5.1 The proposed rezoning and sale of the land aims to deliver residential development that caters for under-represented markets in Manningham and assist in encouraging renewal of the shopping precinct. The development would act as a demonstration project to showcase high quality urban design and best practice in sustainability and affordability and facilitate the provision of affordable housing opportunities within an activity centre.
- 5.2 The community has had an opportunity to comment on the Amendment and Application and make submissions during the exhibition process. Submissions were also invited in response to the Notice of Intention to Sell. Further opportunity for community input will also occur as part of the subsequent planning application for development. Consultation with key stakeholders who have a direct interest in the development of the precinct, was included in the amendment process and will again include affected stakeholders during future application processes.

6 FINANCIAL PLAN

- 6.1 The 2016/17 Annual Budget includes proceeds from the sale of this property as settlement is expected to occur prior to 30 June 2017.
- 6.2 Sales proceeds will be applied to the Capital Works Program as follows:
 - 6.2.1 Mullum Mullum Stadium (\$2.0 million in the 2016/17 Capital Works Program); and
 - 6.2.2 Proposed upgrade to the laneway on the property (estimated value and date of works yet to be confirmed).

7 SUSTAINABILITY

- 7.1 It is expected that the development which will be facilitated on this site will have positive social, environmental and economic outcomes. It will support the objectives and implement key aspects, of the *Doncaster East Village Structure Plan* by providing new housing opportunities for underrepresented markets including some provision of affordable housing, an upgraded public carpark and upgraded laneway.

8 CONSULTATION

- 8.1 There was extensive consultation associated with the exhibition of Amendment C102 to the Manningham Planning Scheme.

- 8.2 In relation to the proposed sale of the land, Notice of Intention to Sell was published in the *Manningham Leader* on 9 May, 2016 and the closing date for receipt of submissions was 7 June, 2016. The Notice of Intention to Sell was also mailed directly to key stakeholders in the area. No submissions have been received.

9 COMMUNICATIONS STRATEGY

- 9.1 Statutory obligations for advising the community for the proposed sale of the land by way of Expression of Interest (EOI) have been completed.
- 9.2 An EOI process is the Council's preferred process for the sale of 8-10 Montgomery Street and this will be communicated in all approved marketing documentation.
- 9.3 The EOI process will include and provide the following principles for all potential purchasers of the land to consider the following:
- A preferred minimum 10% of the development to comprise affordable/disability housing;
 - Demonstrated ability to address local market needs;
 - Need for high quality, sustainable urban design features; and
 - Vehicular access to be provided off Montgomery Street only.
- 9.4 Council will, through its appointed marketing and selling agent, ensure that all aspects and requirements associated with the proposed sale of the land will be communicated to prospective purchasers.

10 CONCLUSION

- 10.1 As no submissions were received in response to the Notice of Intention to Sell 8-10 Montgomery Street, Doncaster East, a section 223 committee is not required.
- 10.2 It is now recommended to proceed with the sale of 8-10 Montgomery Street, Doncaster East.

OFFICER'S RECOMMENDATION

That Council:

- (A) Notes that no submissions were received to the Notice of Intention to Sell 8-10 Montgomery Street, Doncaster East;**
- (B) Resolves to sell 8-10 Montgomery Street, Doncaster East;**
- (C) Authorises the Chief Executive Officer to set a reserve price for the sale of the land;**
- (D) Authorises the Chief Executive Officer to execute any documents associated with the sale of the land.**
- (E) Authorises that the Common Seal of Council be affixed to the Transfer of Land and any other documents required to effect the sale and transfer of the land.**

Conflict of Interest

Cr O'Brien advised Council that he has a conflict of interest in this item being an indirect interest of close association and he would be leaving the meeting room for the duration of the discussion on this matter.

MOVED: HAYNES
SECONDED: GALBALLY

That the Recommendation be adopted.

CARRIED

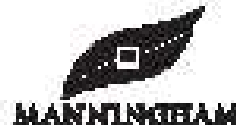
Having disclosed his conflict of interest Cr O'Brien left the meeting room at 7.35pm and returned at 7.36pm after the matter had been finalised and took no part in the discussion and voting on this item.

"Refer Attachment"

* * * * *

Attachment 1 – Notice of Intention to Sell

PUBLIC NOTICE
MANNINGHAM CITY COUNCIL

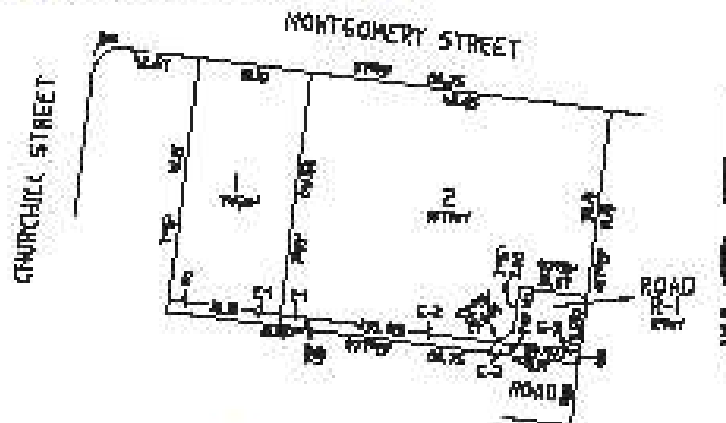


NOTICE OF INTENTION TO SELL LAND

Manningham City Council gives notice under Section 189 of the *Local Government Act 1989* (the Act) that it intends to sell its land described below.

The parcel of land is:

Land situated at 8-10 Montgomery Street, Doncaster East, being Lot 2 on Plan of Subdivision 727685K, having an area of approximately 1,873 square metres.



The proposal is that the land be sold by way of an expression of interest campaign for a price not less than the reserve price nominated by the Chief Executive Officer.

Existing improvements on the site are expected to be sold with the land.

Any person has a right to make a submission on the proposed sale, which will be considered in accordance with Section 223 of the Act. Written submissions must be received by close of business on 7 June 2016 and should be addressed to the City Valuer, Manningham City Council, PO Box 1, DONCASTER VIC 3108.

Any person who has made a written submission to Council may request in writing that he or she be heard in person in support of the written submission or by a person acting on his or her behalf before a Committee of Council to be held at 6.00 pm, 16 June 2016 at the Civic Centre, 699 Doncaster Road, Doncaster.

WARWICK WINN
 Chief Executive Officer

13.3 25B Morna Rd, Doncaster East - Sale of Part Drainage Reserve

Responsible Director: Director Shared Services

File No. T16/151

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

Councillors were advised at a Strategic Briefing Session on 19 January 2016 that the northern 58 metres of the 105 metre long Council-owned drainage and sewerage reserve at 25B Morna Road, Doncaster East has been occupied by three abutting properties for many years. The southern section is regularly maintained by Council. Councillors noted the information and it was also noted that if there is interest from the abutting property owners, and agreement on the selling prices, a report would be prepared for Council, recommending the subdivision and sale subject to the requirements of sections 189 and 223 of the Local Government Act 1989. As there is now agreement from three abutting property owners at the northern end of the reserve, it is proposed to sell those sections of the reserve to the abutting property owners, subject to satisfying the statutory requirements and the proposed subdivision.

1 BACKGROUND

1.1 Plan of Subdivision LP 30053 was created in the late 1950s and, with a natural drainage course through much of it, a Drainage and Sewerage Reserve was incorporated into the subdivision. That reserve commences at the rear of 62 Beverley Street and extends south towards the Koonung Creek, partly across Council property, but mainly across private property via easements. The northern part of the reserve, being the subject of this report, does not connect to other streets and, with a length of some 105 metres by only 8 metres wide, is undesirable as parkland and vulnerable to the dumping of rubbish or other undesirable activities. The northern 58 metres has been fenced and privately occupied by three abutting properties for many years.

See Attachment 1 – Occupiers.

1.2 Council's Engineering and Technical Services Unit (ETS) has advised there is a 600mm drainage pipe within the reserve. Occasionally during heavy storms the underground pipe is inadequate and storm water flows across the surface. Recently revised flood modelling in this local catchment indicates this part of the reserve is subject to one in one hundred year floods of up to 0.85 metres depth in places, but generally between 0.14 to 0.43 metres in depth. There is also a Melbourne Water sewerage pipe located along the western side of the reserve.

1.3 Occupancies of the reserve north of Morna Road are as follows:

Unit 2 at 1 Mantell St	approximately	148 sq m
Unit 2 at 3 Mantell St	“	149 sq m
6 Milan St	“	147 sq m
25B Morna Rd	unoccupied approx	346 sq m

- 1.4 The dwelling on the northern-most property, Unit 2, 1 Mantell Street, was erected in 1994 at the rear of the original dwelling and was purchased most recently in October 2010, and previously in June 2003. It is understood the reserve has been adversely occupied for as far back as 1979. A recent inspection of this property, and perusal of a floor plan related to the sale of the property, reveals that extensive decking and a covered veranda have been built at the rear of the dwelling, and which extend into Council's land, but there is no record of any planning or building permits having been issued for such works. Additionally, formal landscaping within the reserve includes brick paving and other landscaping, including plantings within the last five years.
- 1.5 The second property, Unit 2, 3 Mantell Street, which has an area of concrete paving within the reserve and several bushes in an informal garden, was built in 1990. It was sold at auction in August 2015, previously in April 2003, and again in August 1999. The Reserve has been adversely occupied during all that time, and possibly beyond that.
- 1.6 The third property, which has minimal improvements apart from fencing, has been in the same ownership since 1960 and, although it is not known how long this part of the reserve has been adversely occupied, it has certainly been for many years.

2 PROPOSAL/ISSUE

- 2.1 Council's Engineering and Technical Services Unit and Economic and Environmental Planning Unit have indicated no objection to the land being sold, provided the resulting allotments are encumbered by drainage and sewerage easements.
- 2.2 Although Council has the right to require the owner of Unit 2 at 1 Mantell Street to remove the improvements encroaching onto Council's land, such a move would cause significant disturbance to the owner. Given the long-standing occupancy, it has been decided to offer that section of reserve to that owner.
- 2.3 Council's Building Surveyor inspected the decking and verandah at the rear of Unit 2 at 1 Mantell Street in April 2016 and considered the works to be free of any significant defects, apart from being built over the property boundary, which represents a problem regarding fire separation. That problem would be overcome with the purchase of the drainage reserve and consolidation of titles.
- 2.4 In order not to be left with any land-locked parcels of land, agreement had to be reached with each owner sequentially from the north down. Terms of sale have now been agreed with the two occupiers at the northern end of the reserve, and the owner of the property on the opposite side to the southern-most occupier, including signatures to the terms of sale and payment of deposits. The owner of the property at 6 Milan Street, the southern-most occupier, had responded to an invitation to purchase the land as being not

interested. That parcel was, therefore, offered to the owner of Unit 3 at 5 Mantell Street on the opposite side of the reserve.

See Attachment 2 – Abutting Purchasers.

- 2.5 The land abutting the reserve is zoned General Residential 1 and is encompassed in the proposed planning scheme amendment C109, which is intended to introduce a Special Building Overlay in recognition of its propensity to flood during heavy rainfall. The land being offered to abutting properties will be encumbered with drainage and sewerage easements and will not add to the development potential of the purchasers' land.
- 2.6 If Council agrees to sell the land, its intention must first be advertised by public notice pursuant to sections 189 and 223 of the Local Government Act 1989, providing the opportunity to interested persons to make a submission.
- 2.7 The market value of each section of reserve being considered for sale has been assessed by staff valuers at market levels, and purchasers are also required to pay a portion of Council's survey and legal expenses. Following negotiations with respective parties, which included meetings with Ward Councillors, sale of part of the reserve has been agreed with the following land owners:
 - 2.7.1 Unit 2 at 1 Mantell Street
 - 2.7.2 Unit 2 at 3 Mantell Street
 - 2.7.3 Unit 3 at 5 Mantell StreetCouncillors have been separately advised of the terms of the proposed sale of each section of reserve.
- 2.8 Fencing designs that enable the free flow of excess surface water have been prepared by ETS and, after agreement with respective purchasers, will be installed across the subdivided reserve at their expense.

3 PRIORITY/TIMING

- 3.1 If Council resolves that it intends to sell the land, the following actions will take place:
 - 3.1.1 Pursuant to sections 189 and 223 of the Local Government Act 1989 a Public Notice will be published in the Manningham Leader newspaper, advising of Council's proposal to subdivide the section of drainage and sewerage reserve and sell the land to the abutting owners, and of a person's right to make a submission in regard to Council's proposal.
 - 3.1.2 Any submissions would be presented to a Committee of Council for consideration, and its findings would be reported to Council.
 - 3.1.3 If there are no submissions, a report will be prepared, inviting Council to have the reserve status of that section of the drainage reserve removed and to subdivide the land, then to sell its land to those abutting owners who wish to buy the allotments.
 - 3.1.4 If Council resolves to sell the land, Council's consultant surveyor will be engaged to prepare the necessary plans and have titles issued by Land Victoria, and its solicitor will be engaged to prepare contracts of sale and to undertake the transfer of the land. The

subdivided parcels will then be consolidated with the purchasers' titles.

4 POLICY/PRECEDENT IMPLICATIONS

- 4.1 Council policy CD14.3 Road and Lane Discontinuance provides for the sale of discontinued roadways to abutting owners.

5 CUSTOMER/COMMUNITY IMPACT

- 5.1 This section of drainage reserve has been in use by abutting property owners for a number of years, and nearby residents may have been under the impression the land was privately owned. Offers to purchase the land were made to owners whose properties had long-standing occupancy, although the current owner of Unit 2 at 3 Mantell Street only purchased the property in August 2015.
- 5.2 The owner of 6 Milan Street, who has occupied the reserve for many years, declined Council's invitation to purchase it.
- 5.3 The public notice may alert other abutting owners, who could also benefit from the additional land, that the land is available for purchase.

6 FINANCIAL RESOURCE IMPLICATIONS

- 6.1 The land that is the subject of this report has been valued by Council's City Valuer but, because of the limited market and encumbrances over the land, the added value to respective abutting properties is highly subjective. It is considered the agreed prices and deals are reasonable given the circumstances.

7 CONSULTATION

- 7.1 A Public Notice in accordance with the Act will be published in the *Manningham Leader* newspaper, advising of Council's intention to sell the section of drainage reserve and providing the opportunity for any person to make a submission to Council regarding its proposal.

8 CONCLUSION

- 8.1 It is considered the section of drainage reserve that is the subject of this report is not required for public use, but the public must be consulted before resolving to subdivide and sell it.

OFFICER'S RECOMMENDATION

That Council:

- (A) **Resolves its intention to sell the proposed subdivided section of drainage and sewerage reserve at the northern end of 25B Morna Road, Doncaster East, and which is shown on the plan attached to this report and labelled as Attachment 1, and authorises the undertaking of the statutory procedures;**
- (B) **Publishes a public notice in the *Manningham Leader* newspaper detailing the proposed subdivision and sale pursuant to sections 189 and 223 of the Local Government Act 1989;**

- (C) **Agrees to the sale prices and conditions of sale of the section of the reserve to be acquired by the respective owners of Unit 2/1, Unit 2/3, and Unit 3/5 Mantell Street, Doncaster East as detailed in this report;**
- (D) **Establish a Committee of Council, comprising the Mayor and Koonung Ward Councillors, and chaired by the Mayor, to consider any submissions in accordance with sections 189 and 223 of the Local Government Act 1989;**
- (E) **Council to disband the Committee of Council once it has reported to Council on any submissions received.**

Council further resolves that, should no submissions be received:

- (F) **That the Chief Executive Officer be authorised to sign any contract of sale and other necessary documents for the sale of the land on behalf of Council; and**
- (G) **That Council's seal be affixed to any transfer of land and to any other document to which Council's seal is required to be affixed in connection with the sale of the land;**

**MOVED: O'BRIEN
SECONDED: HAYNES**

That the Recommendation be adopted.

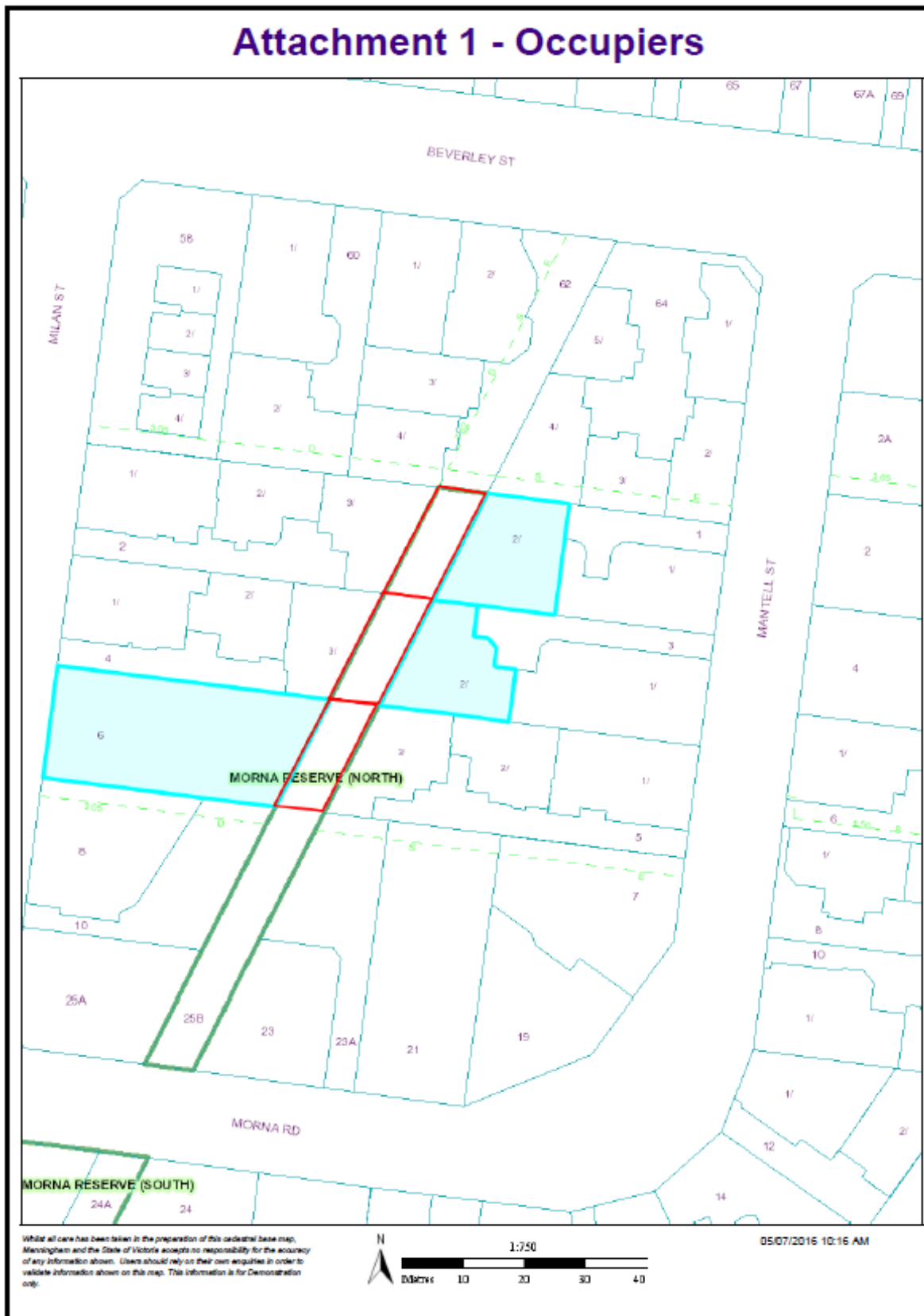
CARRIED

"Refer Attachments"

Attachment 1 - Occupiers

Attachment 2 - Abutting Purchasers

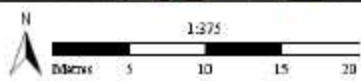
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Attachment 2 - Abutting Purchasers



While all care has been taken in the preparation of this cadastral base map, MapInfo and the State of Victoria accept no responsibility for the accuracy of any information shown. Users should rely on their own enquiries in order to validate information shown on this map. This information is for Demonstration only.



05/07/2016 10:03 AM

13.4 11 Hepburn Road, Doncaster - Property Acquisition

Responsible Directors: Director Planning & Environment and Director Shared Services

File No. T16/124

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Directors, Managers nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

The purpose of this report is to respond to a request from the owner of 11 Hepburn Road, Doncaster for Council to purchase the property.

As part of the implementation of the Doncaster Hill Strategy (October 2002, revised 2004), a number of properties were reserved by a Public Acquisition Overlay (PAO) for future acquisition as part of future infrastructure planning for Doncaster Hill. Public Acquisition Overlay (PAO1) for open space purposes, was applied to 11 Hepburn Road, Doncaster, as part of Amendment C37, approved in 2005. The owner of the property at 11 Hepburn Road, Doncaster, has formally advised Council of their intention to sell and have invited Council to purchase this property now.

It is recommended that Council proceed with the purchase.

9 BACKGROUND

- 9.1 Council previously identified a number of properties that it intends to acquire as part of the Doncaster Hill Strategy (October 2002, revised 2004) for infrastructure improvements.
- 9.2 The Public Acquisition Overlay was required as some of the infrastructure works proposed for Doncaster Hill required land acquisition.
- 9.3 The Doncaster Hill Urban Plazas and Parks, June 2003 report sets out the open space requirements for Doncaster Hill. It identified the need to upgrade three existing reserves (Lawford, Carrawatha and Saxon) and create a new reserve in Hepburn Road to service Precinct 2 (the precinct with the highest densities).
- 9.4 11 Hepburn Road is a land parcel of 725 square metres, on which is a part two level dwelling of approximately 177 square metres. The dwelling was originally built in 1964 and was renovated in early 2000.
- 9.5 The Hepburn Road Reserve will service Precincts 2 and 3. The June 2003 report *"recommends that the park be developed as predominantly green open space, with quality play opportunities, ample seating, perhaps with a paved seating area, barbeque, some shelter, paved pathways, lighting throughout and significant areas of tree and shrub planting. A feature to be incorporated which terminates the vista from Doncaster Road and highlights the park."* Refer attached Precinct 2 Master Plan.
- 9.6 As part of Amendment C30 and C37 to the Manningham Planning Scheme, a Public Acquisition Overlay was applied for the purposes of either open space (PAO1) or road (PAO7) to a number of properties within Doncaster Hill, with Manningham City Council identified as the acquisition authority. Amendment

C30 to the Manningham Planning Scheme was approved on 8 September 2005. Amendment C37 was approved on 18 August 2005.

- 9.7 The PAO1 was applied to 9, 11, 13 and 15 Hepburn Road to provide the opportunity to increase the open space requirements for Doncaster Hill and in particular Precinct 2.
- 9.8 Amendment C30 (gazetted 8 September 2005) put in place a mandatory 5% open space contribution to be paid by developers to fund the identified Doncaster Hill open space improvements.
- 9.9 Council purchased 13 Hepburn Road in 2005 for \$450,000 and 15 Hepburn Road in 2010 for \$870,000.
- 9.10 The Hepburn Road Reserve is listed in the Open Space Strategy 2014 (Part 2, Recommendation 5.1) as an important open space for the highest density precinct of Doncaster Hill.
- 9.11 If Council does not purchase the property now, section 46 of the Act provides that the owner may make claims on Council for any pecuniary loss, including loss on the value of the property attributable to its reservation and any associated expenses. As the acquisition process has not involved the issue of a formal notice of acquisition under section 19 of the Act, it becomes arguable as to what costs may be reimbursed by Council. For example, any unreasonable delay in proceeding to purchase the property, and such delay causes the vendor to incur additional costs in the purchase of another property, may become a claim on Council.
- 9.12 Whilst the PAO doesn't preclude a vendor from offering to sell the property to another party, there would be very few prospective purchasers who would be prepared to take on the risk of the uncertain future of the property. That is, the property is unlikely to sell with the PAO still in place and, if it did, the loss on sale price is likely to be substantial.
- 9.13 The property is included in an Activity Centre Zone under the Manningham Planning Scheme, as is land to the west, north and east, and in that zone high density mixed residential and commercial development is encouraged.
- 9.14 Land further south in Walker Street and Gifford Road is included in the General Residential Zone (Schedule 2) and subject to a Design and Development Overlay Schedule 8, one objective of which is to increase residential densities and provide a range of housing types in and around activity centres.

10 PROPOSAL/ISSUE

- 10.1 The owner of 11 Hepburn Road, Doncaster, currently occupies the property and has formally approached Council to advise that they intend to sell this property. They wrote to Council on 23 May 2016, inviting Council to purchase the property.
- 10.2 It could be more than three years before the property will be developed for open space purposes and in the interim it could be leased.

11 PRIORITY/TIMING

- 11.1 As the owner of the property has made a formal request for Council to consider the purchase, they require a decision by Council as to whether Council would purchase the property.

11.2 There are currently a number of developments under construction in Precinct 2 and it will be important that open space is delivered to the area in a timely manner.

12 FINANCIAL PLAN

12.1 The purchase will be funded from the Doncaster Hill Open Space Reserve, which will have sufficient funds to cover the purchase in 2016/2017.

12.2 Council's City Valuer's assessment of the value of the property has been conveyed separately to Councillors.

12.3 The owner has had an independent valuation completed of the property and this valuation accords with Council's own valuation as assessed at the current date based on sales evidence and all appropriate market data.

12.4 Council is obligated to pay for the reasonable valuation, and legal expenses of the owner as vendor.

13 CONSULTATION

13.1 Council's intention to acquire this property was made known to the property owner as part of undertaking the process to amend the Manningham Planning Scheme to apply the Public Acquisition Overlay.

14 CONCLUSION

14.1 Council should proceed to purchase the property at 11 Hepburn Road, Doncaster.

14.2 The purchase will provide important open space for the locality given Council owns adjoining properties at 13 and 15 Hepburn Road, which are also designated for open space.

OFFICER'S RECOMMENDATION

That Council:

- (A) Resolves to purchase the property known as 11 Hepburn Road, Doncaster to be funded from the Doncaster Hill Open Space Reserve;**
- (B) Authorises the Chief Executive Officer to execute any documents associated with the purchase;**
- (C) Affixes the common seal to the Transfer of Land and any other documents required to effect the purchase and transfer; and**
- (D) Notes that the property would be leased until such time as it can be developed for open space purposes.**

MOVED: O'BRIEN
SECONDED: HAYNES

That the Recommendation be adopted.

CARRIED

"Refer Attachments"

* * * * *

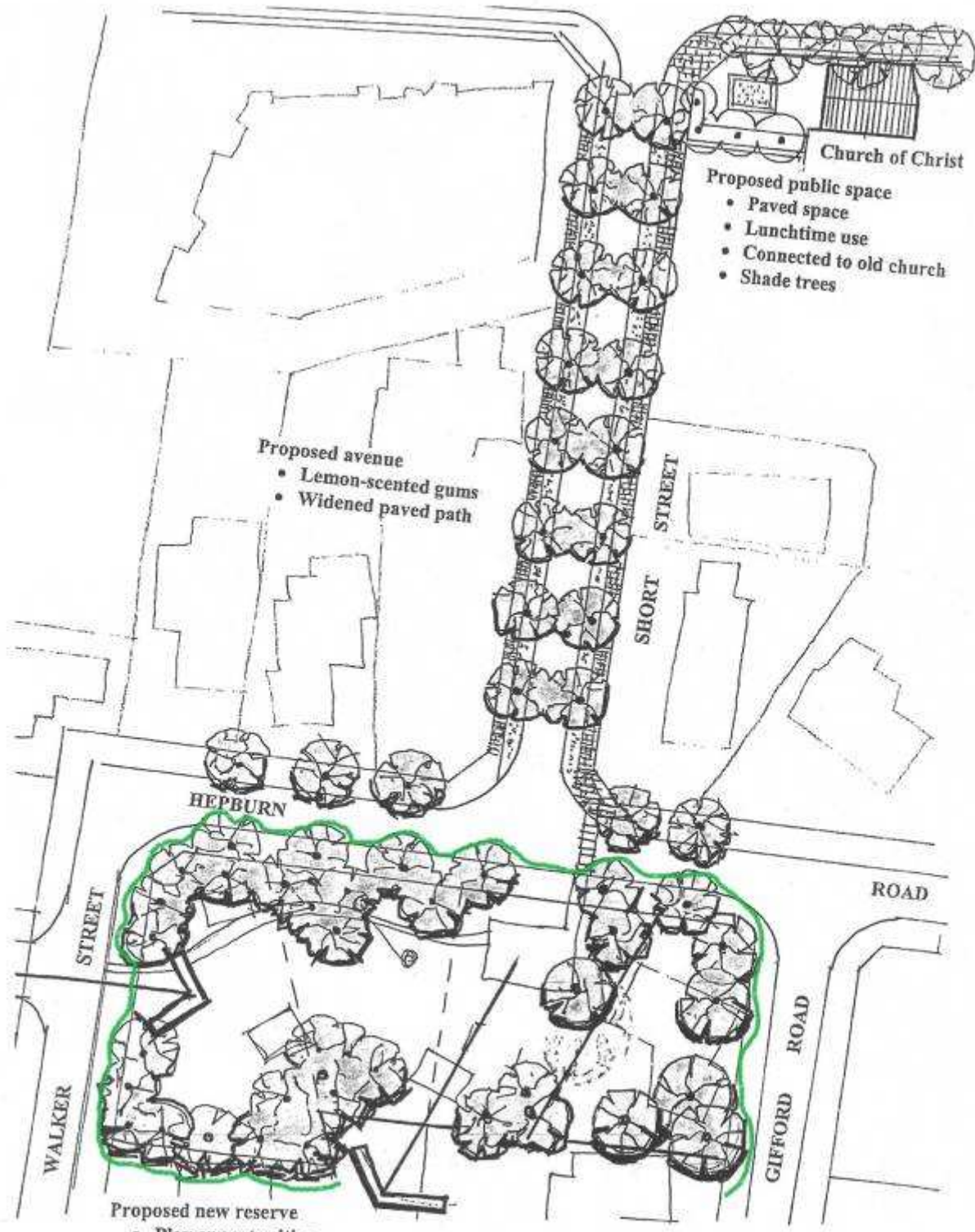
Location Map – 11 Hepburn Road, Doncaster



Aerial Map



Proposed Hepburn Road Reserve



- Proposed new reserve**
- Play opportunities
 - Seating area
 - Views

- Proposed public space**
- Paved space
 - Lunchtime use
 - Connected to old church
 - Shade trees

- Proposed avenue**
- Lemon-scented gums
 - Widened paved path

PRECINCT 2 Master Plan

14. CHIEF EXECUTIVE OFFICER**14.1 Strategic Risk Register Report to Council - six month period ending 30 June 2016**

Responsible Director: Executive Manager People & Governance

File No. T16/154

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

This report provides summary details of Manningham City Council's Strategic Risk Register for the six month period ending 30 June 2016. This is consistent with the Risk Management Policy reporting framework and the Local Government Performance Reporting Framework (LGPRF). Capture of the Strategic risks and their risk ratings is a dynamic process and is relative to a point in time. There are presently 12 Strategic risks. This report has been endorsed by the Audit Committee on 15 July 2016.

1 BACKGROUND

- 1.1 The Risk Register comprises 12 Strategic and 75 Directorate Operational risks. Directors and Service Unit Managers undertake regular reviews of existing key operational and emerging risks. The Operational risks broadly sit under the umbrella of a Strategic risk and deliver the operational control processes and treatment plans that mitigate the Strategic risk.
- 1.2 The policy defines Strategic risks as 'significant enough to potentially impact the Council's service delivery and implementation of the Council Plan and its statutory responsibilities'.

2 PROPOSAL/ISSUE

- 2.1 At its meeting on 22 June, the Risk Management Committee reviewed MCC's Strategic risks, focussing their attention on editing the risk descriptions to allow broadening and simplification of the identified risks in keeping with the advice of the Audit Committee. The Risk Management Committee concluded that risk number 11, 'Significant injury or infrastructure damage arising from a Council management or approved event', was no longer deemed a Strategic risk following the recent internal audit. Public safety is already incorporated into Strategic Risk number 4 and event management is captured in the Directorate Operational risks.
- 2.2 Of the 12 Strategic risks, three are rated high and nine are rated Medium.
- 2.3 The organisation is presently implementing a dedicated risk register software program. As a result, some changes will be introduced to the current risk assessment process including two stages of rating the risk, being the

'current' (inherent) and 'target' (residual) risk ratings. As a consequence, the Risk Management Committee will be undertaking a more comprehensive review of the Strategic Risks and applying a more advanced approach to treatment options and risk appetite. An improved and automated reporting format will also feature in the new system.

3 CONCLUSION

- 3.1 The Strategic Risk Register now features 12 risks which are regularly monitored by the Risk Management Committee and the independent Audit Committee.

OFFICER'S RECOMMENDATION

That Council note the Strategic Risk Register as at the 30 June 2016.

MOVED: KLEINERT
SECONDED: GRIVOKOSTOPOULOS

That the Recommendation be adopted.

CARRIED

"Refer attachment"

* * * * *

Council Six Monthly Strategic Risk Register Report 30 June 2016

STRATEGIC RISK REGISTER SUMMARY

No		Risk Description	Summary Risk Treatment plan	Likelihood	Consequence	Risk Rating
1	Failure of systems (infrastructure, I.T. and services) impacting critical services	<ul style="list-style-type: none"> IT Disaster Recovery Plan Test planned for late 2016 Superior Firewall solution implemented across Council 2015 Integration with the Crisis Management Plan PC & Technology Refresh Project Server upgrade 2016 	Unlikely	Moderate	Medium	
2	Non-compliance with statutory and regulatory requirements	<ul style="list-style-type: none"> Policies and procedures, delegations, internal audit, external monitoring, risk management framework & incident reporting Subscription to software accredited by Madlocks CEO compliance statement standing item Audit Committee Electronic records management system TRIM refresh 	Possible	Moderate	Medium	
3	Inadequate financial planning and management significantly impacting the delivery of critical services	<ul style="list-style-type: none"> Adoption of 2016/17 Budget by Council June 2016 Long Term Financial Strategy and regular review Detailed processes, policies, procedures in place Qualified staff with extensive experience at MCC Monthly reporting to EMT and Council, external (VAGO) and internal audit programs and Audit Committee oversight 	Rare	Major	Medium	
4	Failure to adequately protect the health and safety of employees, contractors, volunteers or members of the public as a result of Council services	<ul style="list-style-type: none"> Completion of major OHS Management System review & implementation Regular Risk Register review and reporting to Risk Management Committee, Audit Committee and Council OHS Incident and Injury Hazard Reporting and analysis Internal Audit measuring conformance with AS4801 (April 2016) Development of OHS Management audit program as part of OHS Strategy 2017 	Likely	Major	High	
5	Change in government policy &/or funding resulting in significant impact on the delivery of critical services	<ul style="list-style-type: none"> Lobbying & advocacy for improved outcomes for LG sector Rate Capping future readiness plan, monitoring & reporting process Long term financial modelling and Commonwealth Gov & MAV Communication to Council & Councilors at key transaction stages 	Unlikely	Major	Medium	
6	Inadequate contract	<ul style="list-style-type: none"> Annual Internal Audit Program and Audit Committee oversight Stringent Tender process, including independent representation and comprehensive specifications for contracts Implementation of Inspections and audits – Engineering Operations, Parks & Works Contractor Management training to be delivered by Madlocks for second half of 2016 in collaboration with partnering council Project and contract management solution 	Possible	Major	High	

Council Six Monthly Strategic Risk Register Report 30 June 2016

Strategic Risk Register		Summary Risk Treatment plan		Likelihood	Consequence	Risk Rating
No	Risk Description	Summary Risk Treatment plan		Likelihood	Consequence	Risk Rating
7	Inadequate stakeholder management or engagement impacting brand reputation	<ul style="list-style-type: none"> Dedicated engagement resourcing Consultation framework including policy, training, consultative culture, systems, monitor & review and statutory advertising Communications Plans for key policies 		Possible	Minor	Medium
8	Fraud or corruption incident	<ul style="list-style-type: none"> Staff Code of Conduct awareness sessions delivered to Service Unit teams Councilor Code of Conduct reviewed and adopted June 2016 (as per changes to the Local Government Act Sect 78C) Fraud and Corruption Policy, Control Plan and Risk Assessments External Audit (VAGO) audit for 2015-2016 Internal Audit program by independent contractor and reported to Audit Committee 		Unlikely	Moderate	Medium
9	Adverse environmental impacts from climate change on assets impacting service delivery	<ul style="list-style-type: none"> Completion of flood mapping review for five catchments, flood management plan and drainage management strategy Manningham Planning Scheme Amendment C109 Improving Flood Capital investment and asset inspection programs Municipal Emergency Management Plan (externally audited) 		Likely	Minor	Medium
10	Inappropriate access, use or significant loss of data/corporate records	<ul style="list-style-type: none"> Firewall upgrade 2015 Trim and Records Management project 2016-17 Privacy Act compliance review 2015 Staff Privacy Act awareness sessions PC & Technology refresh & server upgrade 		Unlikely	Major	Medium
11	Inappropriate procurement practices	<ul style="list-style-type: none"> Procurement Practices Review implementation program 2016-17 Update of software systems to support additional reporting Code of Conduct and Procurement training and awareness Annual Internal Audit Plan and Audit Committee oversight Annual Policy review and adoption by Council 		Possible	Moderate	Medium
12	A significant internal or external disruptive event or asset failure	<ul style="list-style-type: none"> Business Continuity Management (BCM) Framework and six monthly reporting schedule to Audit Committee Crisis Management Plan annual external testing exercise and action plan in accordance with Business Continuity Institute Guidelines Formation of BCM Working Group to implement actions Independent analysis and review of Crisis Management Plan 		Unlikely	Catastrophic	High

14.2 Delegations - Update July 2016 Instrument of Delegation (S6)

Responsible Director: Executive Manager People & Governance

File No. T16/158

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Executive Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

Council delegates various powers to officers to assist in the streamlining of the day-to-day business operations and thereby providing a more effective and timely service to residents, customers and other stakeholders. The delegations that are made directly by Council are to the Chief Executive Officer (CEO) pursuant to the Local Government Act 1989 or to other staff members under the authority of other State Government Acts or Regulations. The Instrument of Delegation from Council to Staff (S6) has been reviewed and updated on advice received from Maddocks Lawyers concerning changes to Acts and Regulations made since the last update of the Instrument of Delegation.

1 PROPOSAL/ISSUE

- 1.1 It is proposed that the S6 Instrument of Delegation be updated in accordance with advice received from Maddocks Lawyers and once adopted be published on Council's website.

2 BACKGROUND

- 2.1 The Local Government Act 1989 (the Act) provides that Council may delegate to a member of staff most powers, duties or functions of a Council under that Act or any other Act that empowers Council to delegate powers to members of Council staff.
- 2.2 The delegation framework in use at Manningham Council consists of the following five Instruments of Delegation.
- a. Instrument of Delegation from Council to the CEO (S5)
 - b. Instrument of Delegation from Council to Organisational Positions (S6)
 - c. Instrument of Sub-Delegation from the CEO to Officers (S7)
 - d. Instrument of Delegation by the Municipal Building Surveyor (S12)
 - e. Instrument of Delegation by the CEO for VicSmart Applications (S14)
- 2.3 These Instruments are kept up-to-date in two ways. The first is by subscription to a delegations service provided by Maddocks providing information of changes in legislation and delegated powers provided to Council every six months. The second is by way of a total review conducted after every general election of Council. This last took place in July 2013 and

the next will be within twelve months after the general elections in October 2016.

- 2.4 Maddocks Lawyers have now provided the first update to their Delegations and Authorisations Service for 2016. It takes into account legislative changes made since December 2015, which affect Council's powers, functions and duties. The update only amends two of the five Instruments that make up the suite of delegations given by Council or the Chief Executive Officer. These two are :-

- S6 Instrument of Delegation – Council to Officers
- S7 Instrument of Sub-delegations by the Chief executive Officer

- 2.5 This report only concerns the first of these Instruments as it is the only one whereby Council directly gives delegations to Officers. The changes to this Instrument are very minor and in some cases simply reflect the change of Regulations made in 2005 being replaced by the same Regulations in 2015 such as the Road Management (General) Regulations 2016. Amendments to the Planning and Environment Act 1987 have been included which allow for infrastructure contributions plans to be included in a planning scheme.

- 2.6 The updated S6 Instrument, as attached, shows the delegations given directly from Council to Officers in the new format generated for the first time by the use of Advent ManageR[®] Delegations Software which streamlines the onerous and complex task of creating and maintaining all of Council's Delegations Registers. This software package is produced with the permission of Maddocks Lawyers.

3 POLICY/PRECEDENT IMPLICATIONS

- 3.1 This report conforms to Policy POL/504 adopted by Council on 9 December 2015.

4 CONSULTATION

- 4.1 In undertaking this update all affected Service Unit Managers and members of the Executive Management Team have been consulted prior to presentation to Council to ensure the accuracy and appropriateness of the delegations.

5 COMMUNICATIONS STRATEGY

- 5.1 The updated S6 Instrument forms part of the public Register of Delegations held by Council's Strategic Governance Unit pursuant to S98 of the Act. The Instruments of Delegation must be kept for public inspection and as such are all displayed on Council's website.

6 CONCLUSION

- 6.1 Delegations perform a fundamental governance function, and prescribe matters where the CEO and identified Council staff can exercise specific powers, duties and functions to assist in the best performance of their position and to provide a more efficient and effective service to the local community.

- 6.2 This report solely updates the S6 Instrument to take into account recent legislative changes that have affected current delegations or introduced new matters for delegation.
- 6.3 It is recommended that the updated S6 Instrument be updated and adopted by Council.

OFFICER'S RECOMMENDATION

That Council 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 (S6) resolves that:-

- a) **There be delegated to the members of Council staff holding, acting in or performing the duties of the positions referred to in the attached Instrument to members of Council staff, the powers, duties and functions set out in the attached Instrument subject to the conditions and limitations specified in that Instrument;**
- b) **The Instrument comes into force immediately the Common Seal of Council is affixed to the Instrument;**
- c) **On the coming into force of the Instrument, all previous delegations from Council to members of Council Staff (other than the Chief Executive Officer) are revoked;**
- d) **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**
- e) **Council affix the Common Seal to this Instrument.**

MOVED: GALBALLY
SECONDED: GRIVOKOSTOPOULOS

That the Recommendation be adopted.

CARRIED

"Refer Attachments"

* * * * *

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

Instrument of Delegation S6

Preamble

In exercise of the power conferred by section 98(1) of the Local Government Act 1989 and the other legislation referred to in the attached Schedule, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;
2. records that a reference in the Schedule to:

AA - Appeals Advisor
AC - Assets Co-ordinator
AE - Approvals Engineer
CEH - Co-ordinator Environmental Health
CLL - Co-ordinator Local Laws
CP - Co-ordinator Planning
CV - City Valuer
DAE - Director Assets and Engineering
DPE - Director Planning and Environment
EHO - Environmental Health Officers
EHO - Environmental Health Officers Team
EPA1 - Environmental Protection Act Team
ESC - Engineering Services Co-ordinator
GMFS - Group Manager Financial Services
LLO - Local Laws Officer
MCRM - Manager Community Relations and Marketing
MEEP - Manager Economic and Environmental Planning
MEO - Manager Engineering Operations
METS - Manager Engineering and Technical Services
MHLL - Manager Health & Local Laws
MPR - Manager Parks and Recreation
MSP1 - Manager Statutory Planning
PIO - Planning Investigations Officer
PP - Principal Planner
SO - Subdivision Officer
SPC - Strategic Planning Co-ordinator
SPIO - Senior Planning Investigations Officer
SPO - Strategic Planning Officer
TP - Town Planner
TSE - Technical Services Engineer

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

3. declares that:
- 3.1. this Instrument of Delegation is authorised by a resolution of Council passed on 26 July 2016; and
 - 3.2. the delegation:
 - 3.2.1. comes into force immediately the common seal of Council is affixed to this Instrument of Delegation;
 - 3.2.2. remains in force until varied or revoked;
 - 3.2.3. is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and
 - 3.2.4. must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and
 - 3.3. the delegate must not determine the issue, take the action or do the act or thing:
 - 3.3.1. 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; or
 - 3.3.2. if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a
 - (a) policy; or
 - (b) strategyadopted by Council; or
 - 3.3.3. 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
 - 3.3.4. 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.

THE COMMON SEAL OF
MANNINGHAM CITY COUNCIL
Was hereunto affixed in the presence of:

..... Mayor

..... Chief Executive Officer

Dated: 26 July 2016

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

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Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

S6. Instrument of Delegation - Members of Staff

Domestic Animals Act 1994			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.41A(1)	power to declare a dog to be a menacing dog	MHLL, CLL	Council may delegate this power to an authorised officer.
Environment Protection Act 1970			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.53M(3)	power to require further information	EHO, EHOT, EPA1	
s.53M(4)	duty to advise applicant that application is not to be dealt with	EHO, EHOT, EPA1	
s.53M(5)	duty to approve plans, issue permit or refuse permit	EHO, EHOT, EPA1	refusal must be ratified by council or it is of no effect.
s.53M(6)	power to refuse to issue septic tank permit	EHO, EHOT, EPA1	refusal must be ratified by council or it is of no effect.
s.53M(7)	duty to refuse to issue a permit in circumstances in (a)-(c)	EHO, EHOT, EPA1	refusal must be ratified by council or it is of no effect.
Food Act 1984			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.19(2)(a)	power to direct by written order that the food premises be put into a clean and sanitary condition	MHLL, CEH	if section 19(1) applies
s.19(2)(b)	power to direct by written order that specified steps be taken to ensure that food prepared, sold or handled is safe and suitable	MHLL, CEH	if section 19(1) applies
s.19(4)(a)	power to direct that an order made under section 19(3)(a) or (b), (i) be affixed to a conspicuous part of the premises, and (ii) inform the public by notice in a published newspaper or otherwise	MHLL, CEH, EHO, EHOT	if section 19(1) applies
s.19(6)(a)	duty to revoke any order under section 19 if satisfied that an order has been complied with	MHLL, CEH	if section 19(1) applies
s.19(6)(b)	duty to give written notice of revocation under section 19(6)(a) if satisfied that an order has been complied with	MHLL, CEH, EHO, EHOT	if section 19(1) applies
s.19AA(2)	power to direct, by written order, that a person must take any of the actions described in (a)-(c)	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19AA(4)(c)	power to direct, in an order made under s.19AA(2) or a subsequent written order, that a person must ensure that any food or class of food is not removed from the premises	MHLL, CEH, EHO, EHOT	Note: the power to direct the matters under s.19AA(4)(a) and (b) not capable of delegation and so such directions must be made by a Council resolution
s.19AA(7)	duty to revoke order issued under s.19AA and give written notice of	MHLL, CEH,	where council is the

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

Food Act 1984			
	revocation, if satisfied that that order has been complied with	EHO, EHOT	registration authority
s.19CB(4)(b)	power to request copy of records	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19E(1)(d)	power to request a copy of the food safety program	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19GB	power to request proprietor to provide written details of the name, qualification or experience of the current food safety supervisor	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19M(4)(a) & (5)	power to conduct a food safety audit and take actions where deficiencies are identified	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19NA(1)	power to request food safety audit reports	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19U(3)	power to waive and vary the costs of a food safety audit if there are special circumstances	MHLL, CEH, EHO, EHOT	
s.19UA	power to charge fees for conducting a food safety assessment or inspection	MHLL, CEH, EHO, EHOT	except for an assessment required by a declaration under section 19C or an inspection under sections 38B(1)(c) or 39
s.19W	power to direct a proprietor of a food premises to comply with any requirement under Part IIIB	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19W(3)(a)	power to direct a proprietor of a food premises to have staff at the premises undertake training or instruction	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.19W(3)(b)	power to direct a proprietor of a food premises to have details of any staff training incorporated into the minimum records required to be kept or food safety program of the premises	MHLL, CEH, EHO, EHOT	where council is the registration authority
	power to register, renew or transfer registration	MHLL, CEH, EHO, EHOT	where council is the registration authority refusal to grant/renew/transfer registration must be ratified by Council or the CEO (see section 58A(2))
s.38AA(5)	power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38AB(4)	power to fix a fee for the receipt of a notification under section 38AA in accordance with a declaration under subsection (1)	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38A(4)	power to request a copy of a completed food safety program template	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38B(1)(a)	duty to assess the application and determine which class of food premises under section 19C the food premises belongs	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38B(1)(b)	duty to ensure proprietor has complied with requirements of section 38A	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38B(2)	duty to be satisfied of the matters in section 38B(2)(a)-(b)	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38D(1)	duty to ensure compliance with the applicable provisions of section 38C and inspect the premises if required by section 39	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38D(2)	duty to be satisfied of the matters in section 38D(2)(a)-(d)	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38D(3)	power to request copies of any audit reports	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38E(2)	power to register the food premises on a conditional basis	MHLL, CEH, EHO, EHOT	where council is the registration authority

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

Food Act 1984			
			not exceeding the prescribed time limit defined under subsection (5).
s.38E(4)	duty to register the food premises when conditions are satisfied	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.38F(3)(b)	power to require proprietor to comply with requirements of this Act	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.39A	power to register, renew or transfer food premises despite minor defects	MHLL, CEH, EHO, EHOT	where council is the registration authority only if satisfied of matters in subsections (2)(a)-(c)
s.40(2)	power to incorporate the certificate of registration in one document with any certificate of registration under Part 6 of the Public Health and Wellbeing Act 2008	MHLL, CEH, EHO, EHOT	
s.40C(2)	power to grant or renew the registration of food premises for a period of less than 1 year	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.40D(1)	power to suspend or revoke the registration of food premises	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.43F(6)	duty to be satisfied that registration requirements under Division 3 have been met prior to registering, transferring or renewing registration of a component of a food business	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.43F(7)	power to register the components of the food business that meet requirements in Division 3 and power to refuse to register the components that do not meet the requirements	MHLL, CEH, EHO, EHOT	where council is the registration authority
s.46(5)	power to institute proceedings against another person where the offence was due to an act or default by that other person and where the first person charged could successfully defend a prosecution, without proceedings first being instituted against the person first charged	MHLL, CEH, EHO, EHOT	where council is the registration authority
Heritage Act 1995			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.84(2)	power to sub-delegate Executive Director's functions	DPE	must obtain Executive Director's written consent first.
Planning and Environment Act 1987			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.4B	power to prepare an amendment to the Victoria Planning Provisions	MEEP, DPE, SPO, SPC	if authorised by the Minister
s.4G	function of receiving prescribed documents and a copy of the Victoria Planning Provisions from the Minister	MEEP, DPE, SPO, SPC	
s.4H	duty to make amendment to Victoria Planning Provisions available	MEEP, DPE, SPO, SPC	
s.4I	duty to keep Victoria Planning Provisions and other documents available	MEEP, DPE, SPO, SPC	

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

Planning and Environment Act 1987			
s.8A(2)	power to prepare amendment to the planning scheme where the Minister has given consent under s.8A	MEEP, DPE	
s. 8A(3)	power to apply to Minister to prepare an amendment to the planning scheme	MEEP, DPE	
s.8A(5)	function of receiving notice of the Minister's decision	MEEP, DPE	
s.8A(7)	power to prepare the amendment specified in the application without the Minister's authorisation if no response received after 10 business days	MEEP, DPE	
s.8B(2)	power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	MEEP, DPE, SPO, SPC	
s.12(3)	power to carry out studies and do things to ensure proper use of land and consult with other persons to ensure co-ordination of planning scheme with these persons	MEEP, DPE, SPO, SPC	
s.12A(1)	duty to prepare a municipal strategic statement (including power to prepare a municipal strategic statement under section 19 of the Planning and Environment (Planning Schemes) Act 1996)	MEEP, DPE, SPO, SPC	
s.12B(1)	duty to review planning scheme	MEEP, DPE, SPO, SPC	
s.12B(2)	duty to review planning scheme at direction of Minister	MEEP, DPE, SPO, SPC	
s.12B(5)	duty to report findings of review of planning scheme to Minister without delay	MEEP, DPE, SPO, SPC	
s. 14	duties of a Responsible Authority as set out in subsections (a) to (d)	MEEP, DPE, SPO, SPC	
s. 17(1)	duty of giving copy amendment to the planning scheme	MEEP, DPE, SPO, SPC	
s. 17(2)	duty of giving copy s. 173 agreement	MEEP, MSP1, DPE, SPO, SPC	
s.17(3)	duty of giving copy amendment, explanatory report and relevant documents to the Minister within 10 business days	MEEP, DPE, SPO	
s.18	duty to make amendment etc. available	MEEP, DPE, SPO, SPC	
s.19	power to give notice, to decide not to give notice, to publish notice of amendment to a planning scheme and to exercise any other power under section 19 to a planning scheme	MEEP, DPE	
s.19	function of receiving notice of preparation of an amendment to a planning scheme	MEEP, DPE	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
s.20(1)	power to apply to Minister for exemption from the requirements of section 19	MEEP, DPE, SPO, SPC	
s.21(2)	duty to make submissions available	MEEP, DPE, SPO, SPC	
s.21A(4)	duty to publish notice in accordance with section	MEEP, DPE, SPO, SPC	

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Planning and Environment Act 1987			
s.22	duty to consider all submissions	MEEP, DPE, SPO, SPC	
s.23(1)(b)	duty to refer submissions which request a change to the amendment to a panel	MEEP, DPE, SPO, SPC	
s.23(2)	power to refer to a panel submissions which do not require a change to the amendment	MEEP, DPE, SPO, SPC	
s.24	function to represent council and present a submission at a panel hearing (including a hearing referred to in section 96D)	MEEP, DPE, SPO, SPC	
s.26(1)	power to make report available for inspection	MEEP, DPE, SPO, SPC	
s.26(2)	duty to keep report of panel available for inspection	MEEP, DPE, SPO, SPC	
s.27(2)	power to apply for exemption if panel's report not received	MEEP, DPE, SPO, SPC	
s.28	duty to notify the Minister if abandoning an amendment	DPE	Note: the power to make a decision to abandon an amendment cannot be delegated
s.30(4)(a)	duty to say if amendment has lapsed	MEEP, DPE, SPO, SPC	
s.30(4)(b)	duty to provide information in writing upon request	MEEP, DPE, SPO, SPC	
s.32(2)	duty to give more notice if required	MEEP, DPE, SPO, SPC	
s.33(1)	duty to give more notice of changes to an amendment	MEEP, DPE, SPO, SPC	
s.36(2)	duty to give notice of approval of amendment	MEEP, DPE, SPO, SPC	
s.38(5)	duty to give notice of revocation of an amendment	MEEP, DPE, SPO, SPC	
s.39	function of being a party to a proceeding commenced under section 39 and duty to comply with determination by VCAT	MEEP, DPE, SPO, SPC	
s.40(1)	function of lodging copy of approved amendment	MEEP, DPE, SPO, SPC	
s.41	duty to make approved amendment available	MEEP, DPE, SPO, SPC	
s.42	duty to make copy of planning scheme available	MEEP, DPE, SPO, SPC	
s.46AS(ac)	power to request the Growth Areas Authority to provide advice on any matter relating to land in Victoria or an objective of planning in Victoria	MEEP, DPE	
s.46N(1)	duty to include condition in permit regarding payment of development infrastructure levy	MEEP, MSP1, DPE, SPC	
s.46N(2)(c)	function of determining time and manner for receipt of development contributions levy	MEEP, MSP1, DPE, SPC	
s.46N(2)(d)	power to enter into an agreement with the applicant regarding payment of development infrastructure levy	MEEP, MSP1, DPE, SPC	
s.46C(1)(a) & (2)(a)	power to ensure that community infrastructure levy is paid, or agreement is in place, prior to issuing building permit	MEEP, MSP1, DPE	

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Planning and Environment Act 1987			
		SPC	
s.46Q(1)(d) & (2)(d)	power to enter into agreement with the applicant regarding payment of community infrastructure levy	MEEP, MSP1, DPE, SPC	
s.46P(1)	power to require payment of amount of levy under section 46N or section 46O to be satisfactorily secured	MEEP, MSP1, DPE, SPC	
s.46P(2)	power to accept provision of land, works, services or facilities in part or full payment of levy payable	MEEP, MSP1, DPE, SPC	
s.46Q(1)	duty to keep proper accounts of levies paid	MEEP, MSP1, DPE, SPC	
s.46Q(2)	duty to apply levy only for a purpose relating to the provision of plan preparation costs or the works, services and facilities in respect of which the levy was paid etc	MEEP, MSP1, DPE, SPC	
s.46Q(3)	power to refund any amount of levy paid if it is satisfied the development is not to proceed	MEEP, MSP1, DPE, SPC	only applies when levy is paid to Council as a 'development agency'
s.46Q(4)(d)	duty to submit to the Minister an amendment to the approved development contributions plan	MEEP, DPE	must be done in accordance with Part 3
s.46Q(4)(e)	duty to expend that amount on other works etc.	MEEP, DPE	with the consent of, and in the manner approved by, the Minister
s.46QC	power to recover any amount of levy payable under Part 3B	MEEP, DPE	
s.46V(3)	duty to make a copy of the approved strategy plan (being the Melbourne Airport Environs Strategy Plan) and any documents lodged with it available	Not delegated	
s.46Y	duty to carry out works in conformity with the approved strategy plan	Not delegated	
s.47	power to decide that an application for a planning permit does not comply with that Act	MSP1, DPE	
s.49(1)	duty to keep a register of all applications for permits and determinations relating to permits	MSP1, DPE	
s.49(2)	duty to make register available for inspection	MSP1, DPE	
s.50(4)	duty to amend application	MSP1, SO, DPE, AA, CP, PP	
s.50(5)	power to refuse to amend application	MSP1, DPE	
s.50(6)	duty to make note of amendment to application in register	MSP1, DPE	
s.50A(1)	power to make amendment to application	MSP1, SO, DPE, AA, CP, PP	
s.50A(3)	power to require applicant to notify owner and make a declaration that notice has been given	MSP1, SO, DPE, AA, CP, PP	
s.50A(4)	duty to note amendment to application in register	MSP1, DPE	
s.51	duty to make copy of application available for inspection	MSP1, DPE	
s.52(1)(a)	duty to give notice of the application to owners/occupiers of adjoining allotments unless satisfied that the grant of permit would not cause material detriment to any person	MSP1, SO, DPE, AA, CP, PP	
s.52(1)(b)	duty to give notice of the application to other municipal councils	MSP1, SO,	

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Planning and Environment Act 1987			
	where appropriate	DPE, AA, CP, PP	
s.52(1)(c)	duty to give notice of the application to all persons required by the planning scheme	MSP1, SO, DPE, AA, CP, PP	
s.52(1)(ca)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	MSP1, SO, DPE, AA, CP, PP	
s.52(1)(cb)	duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	MSP1, SO, DPE, AA, CP, PP	
s.52(1)(d)	duty to give notice of the application to other persons who may be detrimentally effected	MSP1, SO, DPE, AA, CP, PP	
s.52(1AA)	duty to give notice of an application to remove or vary a registered restrictive covenant	MSP1, SO, DPE, AA, CP, PP	
s.52(3)	power to give any further notice of an application where appropriate	MSP1, SO, DPE, AA, CP, PP	
s.53(1)	power to require the applicant to give notice under section 52(1) to persons specified by it	MSP1, DPE, AA, CP, PP	
s.53(1A)	power to require the applicant to give the notice under section 52(1AA)	MSP1, DPE, AA, CP, PP	
s.54(1)	power to require the applicant to provide more information	MSP1, SO, DPE, AA, CP, PP	
s.54(1A)	duty to give notice in writing of information required under section 54(1)	MSP1, SO, DPE, AA, CP, PP	
s.54(1B)	duty to specify the lapse date for an application	MSP1, SO, DPE, AA, CP, PP	
s.54A(3)	power to decide to extend time or refuse to extend time to give required information	MSP1, SO, DPE, AA, CP, PP	
s.54A(4)	duty to give written notice of decision to extend or refuse to extend time und section 54A(3)	MSP1, SO, DPE, AA, CP, PP	
s.55(1)	duty to give copy application, together with the prescribed information, to every referral authority specified in the planning scheme	MSP1, SO, DPE, AA, CP, PP	
s.57(2A)	power to reject objections considered made primarily for commercial advantage for the objector	MSP1, DPE	
s.57(3)	function of receiving name and address of persons to whom notice of decision is to go	MSP1, DPE, AA, CP, PP	
s.57(5)	duty to make available for inspection copy of all objections	MSP1, DPE	
s.57A(4)	duty to amend application in accordance with applicant's request, subject to section 57A(5)	MSP1, SO, DPE, AA, CP, PP	
s.57A(5)	power to refuse to amend application	MSP1, DPE	
s.57A(6)	duty to note amendments to application in register	MSP1, DPE	

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Planning and Environment Act 1987			
s.57B(1)	duty to determine whether and to whom notice should be given	MSP1, SO, DPE, AA, CP, PP	
s.57B(2)	duty to consider certain matters in determining whether notice should be given	MSP1, SO, DPE, AA, CP, PP	
s.57C(1)	duty to give copy of amended application to referral authority	MSP1, SO, DPE, AA, CP, PP	
s.58	duty to consider every application for a permit	MSP1, SO, DPE, AA, CP, PP	
s.58A s.60	power to request advice from the Planning Application Committee duty to consider certain matters	MSP1, DPE MSP1, SO, DPE, AA, CP, PP	
s60(1A)	power to consider certain matters before deciding on application	MSP1, SO, DPE, AA, CP, PP	
s.60(1B)	duty to consider number of objectors in considering whether use or development may have significant social effect	MEEP, MSP1, DPE, CP, SPC	
s.61(1)	power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	MSP1, DPE	the permit must not be inconsistent with a cultural heritage management plan under the Aboriginal Heritage Act 2006
s.61(2)	duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	MSP1, DPE	
s.61(2A)	power to decide to refuse to grant a permit if a relevant recommending referral authority objects to the grant of permit	MSP1, DPE	
s.61(3)(a)	duty not to decide to grant a permit to use coastal Crown land without Minister's consent	Not delegated	
s.61(3)(b)	duty to refuse to grant the permit without the Minister's consent	Not delegated	
s.61(4)	duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	MSP1, DPE	
s.62(1)	duty to include certain conditions in deciding to grant a permit	MSP1, SO, DPE, AA, CP, PP	
s.62(2)	power to include other conditions	MSP1, SO, DPE, AA, CP, PP	
s.62(4)	duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	MSP1, SO, DPE, AA, CP, PP	
s.62(5)(a)	power to include a permit condition to implement an approved development contributions plan	MSP1, SO, DPE, AA, CP, PP	
s.62(5)(b)	power to include a permit condition that specified works be provided on or to the land or paid for in accordance with section 173 agreement	MSP1, SO, DPE, AA, CP, PP	
s.62(5)(c)	power to include a permit condition that specified works be provided	MSP1, SO,	

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Planning and Environment Act 1987			
	or paid for by the applicant	DPE, AA, CP, PP	
s.62(6)(a)	duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with section 62(5) or section 46N	MSP1, SO, DPE, AA, CP, PP	
s.62(6)(b)	duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in section 62(1)(a)	MSP1, SO, DPE, AA, CP, PP	
s.63	duty to issue the permit where made a decision in favour of the application (if no one has objected)	MSP1, SO, DPE, AA, CP, PP	
s.64(1)	duty to give notice of decision to grant a permit to applicant and objectors	MSP1, SO, DPE, AA, CP, PP	this provision applies also to a decision to grant an amendment to a permit - see section 75
s.64(3)	duty not to issue a permit until after the specified period	MSP1, SO, DPE, AA, CP, PP	this provision applies also to a decision to grant an amendment to a permit - see section 75
s.64(5)	duty to give each objector a copy of an exempt decision	MSP1, SO, DPE, AA, CP, PP	this provision applies also to a decision to grant an amendment to a permit - see section 75
s.64A	duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	MSP1, DPE	this provision applies also to a decision to grant an amendment to a permit - see section 75A
s.65(1)	duty to give notice of refusal to grant permit to applicant and person who objected under section 57	MSP1, DPE	
s.66(1)	duty to give notice under section 64 or section 65 and copy permit to relevant determining referral authorities	MSP1, SO, DPE, AA, CP, PP	
s.66(2)	duty to give a recommending referral authority notice of its decision to grant a permit	MSP1, DPE, AA, CP, PP	if the recommending referral authority objected to the grant of the permit or the responsible authority decided not to include a condition on the permit recommended by the recommending referral authority
s.66(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	MSP1, DPE, AA, CP, PP	if the recommending referral authority objected to the grant of the permit or the recommending referral authority recommended that a permit condition be included on the permit
s.66(6)	duty to give a recommending referral authority a copy of any permit which Council decides to grant and a copy of any notice given under section 64 or 65	MSP1, DPE, AA, CP, PP	if the recommending referral authority did not object to the grant of the permit or the

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Planning and Environment Act 1987			
			recommending referral authority did not recommend a condition be included on the permit
s.69(1)	function of receiving application for extension of time of permit	MSP1, SO, DPE, AA, CP, PP	
s.69(1A)	function of receiving application for extension of time to complete development	MSP1, SO, DPE, AA, CP, PP	
s.69(2)	power to extend time	MSP1, SO, DPE, AA, CP, PP	
s.70	duty to make copy permit available for inspection	MSP1, DPE, AA, CP, PP	
s.71(1)	power to correct certain mistakes	MSP1, SO, DPE, AA, CP, PP	
s.71(2)	duty to note corrections in register	MSP1, SO, DPE, AA, CP, PP	
S.73	power to decide to grant amendment subject to conditions	MSP1, SO, DPE, AA, CP, PP	
S.74	duty to issue amended permit to applicant if no objectors	MSP1, SO, DPE, AA, CP, PP	
S.76	duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	MSP1, DPE, AA, CP, PP	
s.76A(1)	duty to give relevant determining referral authorities copy of amended permit and copy of notice	MSP1, SO, DPE, AA, CP, PP	
s.76A(2)	duty to give a recommending referral authority notice of its decision to grant an amendment to a permit	MSP1, SO, DPE, AA, CP, PP	if the recommending referral authority objected to the amendment of the permit or the responsible authority decided not to include a condition on the amended permit recommended by the recommending referral authority
s.76A(4)	duty to give a recommending referral authority notice of its decision to refuse a permit	MSP1, SO, DPE, AA, CP, PP	if the recommending referral authority objected to the amendment of the permit or the recommending referral authority recommended that a permit condition be included on the amended permit
s.76A(6)	duty to give a recommending referral authority a copy of any amended permit which Council decides to grant and a copy of any notice given under section 64 or 76	MSP1, SO, DPE, AA, CP, PP	if the recommending referral authority did not object to the amendment

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Planning and Environment Act 1987			
			of the permit or the recommending referral authority did not recommend a condition be included on the amended permit
s.76D	duty to comply with direction of Minister to issue amended permit	MSP1, DPE	
S.83	function of being respondent to an appeal	MSP1, DPE	
s.83B	duty to give or publish notice of application for review	MSP1, DPE, AA, CP, PP	
s.84(1)	power to decide on an application at any time after an appeal is lodged against failure to grant a permit	MSP1, DPE	
s.84(2)	duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	MSP1, DPE	
s.84(3)	duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	MSP1, DPE	
s.84(6)	duty to issue permit on receipt of advice within 3 working days	MSP1, SO, DPE, AA, CP, PP	
s.86	duty to issue a permit at order of Tribunal within 3 working days	MSP1, SO, DPE, AA, CP, PP	
s.87(3)	power to apply to VCAT for the cancellation or amendment of a permit	MSP1, DPE, SPIO, SPC	
s.90(1)	function of being heard at hearing of request for cancellation or amendment of a permit	MSP1, SO, DPE, AA, PP, TP, SPIO, PIO	
s.91(2)	duty to comply with the directions of VCAT	MSP1, SO, DPE, AA, PP, TP, SPIO, SPC, PIO	
s.91(2A)	duty to issue amended permit to owner if Tribunal so directs	MSP1, DPE	
s.92	duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under section 90	MSP1, DPE, AA, CP, PP	
s.93(2)	duty to give notice of VCAT order to stop development	MSP1, DPE, AA, CP, PP	
s.95(3)	function of referring certain applications to the Minister	MSP1, DPE	
s.95(4)	duty to comply with an order or direction	MSP1, DPE	
s.96(1)	duty to obtain a permit from the Minister to use and develop its land	MSP1, DPE	
s.96(2)	function of giving consent to other persons to apply to the Minister for a permit to use and develop Council land	MEEP, MSP1, DPE	
s.96A(2)	power to agree to consider an application for permit concurrently with preparation of proposed amendment	MEEP, MSP1, DPE	
s.96C	power to give notice, to decide not to give notice, to publish notice and to exercise any other power under section 96C	MEEP, MSP1, DPE	
s.96F	duty to consider the panel's report under section 96E	MEEP, MSP1, DPE	
s.96G(1)	power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under	MEEP, MSP1, DPE	

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Planning and Environment Act 1987			
	section 23 of the Planning and Environment (Planning Schemes) Act 1996)		
s.96H(3)	power to give notice in compliance with Minister's direction	MEEP, MSP1, DPE	
s.96J	power to issue permit as directed by the Minister	MSP1, DPE, DAE, METS	
s.96K	duty to comply with direction of the Minister to give notice of refusal	MSP1, DPE	
s. 96Z	duty to keep levy certificates given to it under ss. 47 or 96A for no less than 5 years from receipt of the certificate	MSP1, DPE	
s.97C	power to request Minister to decide the application	MSP1, DPE	
s.97D(1)	duty to comply with directions of Minister to supply any document or assistance relating to application	MSP1, DPE	
s.97G(3)	function of receiving from Minister copy of notice of refusal to grant permit or copy of any permit granted by the Minister	MSP1, DPE	
s.97G(6)	duty to make a copy of permits issued under section 97F available for inspection	MSP1, DPE	
s.97L	duty to include Ministerial decisions in a register kept under section 49	MSP1, DPE	
s.97MH	duty to provide information or assistance to the Planning Application Committee	MSP1, DPE	
s.97MI	duty to contribute to the costs of the Planning Application Committee or subcommittee	MSP1, DPE	
s.97O	duty to consider application and issue or refuse to issue certificate of compliance	MSP1, DPE	
s.97P(3)	duty to comply with directions of VCAT following an application for review of a failure or refusal to issue a certificate	MSP1, DPE	
s.97Q(2)	function of being heard by VCAT at hearing of request for amendment or cancellation of certificate	MSP1, SO, DPE, AA, PP, TP, SPIO, SPC, PIO	
s.97Q(4)	duty to comply with directions of VCAT	MSP1, DPE	
s.97R	duty to keep register of all applications for certificate of compliance and related decisions	MSP1, DPE	
s.98(1)&(2)	function of receiving claim for compensation in certain circumstances	DPE	
s.98(4)	duty to inform any person of the name of the person from whom compensation can be claimed	DPE	
s.101	function of receiving claim for expenses in conjunction with claim	DPE	
s.103	power to reject a claim for compensation in certain circumstances	DPE	
s.107(1)	function of receiving claim for compensation	DPE	
s.107(3)	power to agree to extend time for making claim	DPE	
s.114(1)	power to apply to the VCAT for an enforcement order	MSP1, DPE, SPIO, SPC	
s.117(1)(a)	function of making a submission to the VCAT where objections are received	MSP1, DPE, AA, SPIO, SPC, PIO	
s.120(1)	power to apply for an interim enforcement order where section 114 application has been made	MSP1, DPE, SPIO, SPC	
s.123(1)	power to carry out work required by enforcement order and recover costs	SPIO	
s.123(2)	power to sell buildings, materials, etc salvaged in carrying out work under section 123(1)	SPIO	except Crown Land

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Planning and Environment Act 1987			
s.129	function of recovering penalties	SPIO	
s.130(5)	power to allow person served with an infringement notice further time	MSP1, DPE, AA, SPIO, PIO	
s.149A(1)	power to refer a matter to the VCAT for determination	MSP1, DPE	
s.149A(1A)	power to apply to VCAT for the determination of a matter relating to the interpretation of a s.173 agreement	MSP1, DPE	
s.156	duty to pay fees and allowances (including a payment to the Crown under subsection (2A)), and payment or reimbursement for reasonable costs and expenses incurred by the panel in carrying out its functions unless the Minister directs otherwise under subsection (2B) power to ask for contribution under subsection (3) and power to abandon amendment or part of it under subsection (4)	MSP1, DPE	where council is the relevant planning authority
s.171(2)(f)	power to carry out studies and commission reports	MEEP, MSP1, DPE, SPIO	
s.171(2)(g)	power to grant and reserve easements	MEEP, MSP1, DPE, SPIO	
s.173	power to enter into agreement covering matters set out in section 174	DPE, METS	
	power to decide whether something is to the satisfaction of Council, where an agreement made under section 173 of the Planning and Environment Act 1987 requires something to be to the satisfaction of Council or Responsible Authority	DPE	
	power to give consent on behalf of Council, where an agreement made under section 173 of the Planning and Environment Act 1987 requires that something may not be done without the consent of Council or Responsible Authority	DPE	
s.177(2)	power to end a section 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	MEEP, MSP1, DPE, AA, CP, PP, TSE, SPC	
s.178	power to amend a s.173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	MEEP, MSP1, DPE, AA, PP, SPC	
s.178A(1)	function of receiving application to amend or end an agreement	MEEP, MSP1, DPE, AA, CP, PP, SPC	
s.178A(3)	function of notifying the owner as to whether it agrees in principle to the proposal under s.178A(1)	MSP1, DPE, AA, PP, SPC	
s.178A(4)	function of notifying the applicant and the owner as to whether it agrees in principle to the proposal	MEEP, MSP1, DPE, AA, CP, PP, SPC	
s.178A(5)	power to propose to amend or end an agreement	MSP1, DPE	
s.178B(1)	duty to consider certain matters when considering proposal to amend an agreement	MSP1, DPE	
s.178B(2)	duty to consider certain matters when considering proposal to end an agreement	MSP1, DPE	
s.178C(2)	duty to give notice of the proposal to all parties to the agreement and other persons who may be detrimentally affected by decision to	MSP1, DPE	

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Planning and Environment Act 1987			
	amend or end		
s.178C(4)	function of determining how to give notice under s.178C(2)	MSP1, DPE	
s.178E(1)	duty not to make decision until after 14 days after notice has been given	MSP1, DPE	
s.178E(2)(a)	power to amend or end the agreement in accordance with the proposal	MSP1, DPE	If no objections are made under s.178D Must consider matters in s.178B
s.178E(2)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	MSP1, DPE	If no objections are made under s.178D Must consider matters in s.178B
s.178E(2)(c)	power to refuse to amend or end the agreement	MSP1, DPE	If no objections are made under s.178D Must consider matters in s.178B
s.178E(3)(a)	power to amend or end the agreement in accordance with the proposal	MSP1, DPE	After considering objections, submissions and matters in s.178B
s.178E(3)(b)	power to amend or end the agreement in a manner that is not substantively different from the proposal	MSP1, DPE	After considering objections, submissions and matters in s.178B
s.178E(3)(c)	power to amend or end the agreement in a manner that is substantively different from the proposal	MSP1, DPE	After considering objections, submissions and matters in s.178B
s.178E(3)(d)	power to refuse to amend or end the agreement	MSP1, DPE	After considering objections, submissions and matters in s.178B
s.178F(1)	duty to give notice of its decision under s.178E(3)(a) or (b)	MSP1, DPE	
s.178F(2)	duty to give notice of its decision under s.178E(2)(c) or (3)(d)	MSP1, DPE	
s.178F(4)	duty not to proceed to amend or end an agreement under s.178E until at least 21 days after notice has been given or until an application for review to the Tribunal has been determined or withdrawn	MSP1, DPE	
s.178G	duty to sign amended agreement and give copy to each other party to the agreement	MSP1, DPE	
s.178H	power to require a person who applies to amend or end an agreement to pay the costs of giving notices and preparing the amended agreement	MSP1, DPE	
s.178I(3)	duty to notify, in writing, each party to the agreement of the ending of the agreement relating to Crown land	MSP1, DPE	
s.179(2)	duty to make available for inspection copy agreement	MEEP, MSP1, DPE, TSE, SPC	
s.181	duty to apply to the Registrar of Titles to record the agreement and to deliver a memorial to Registrar-General	MEEP, MSP1, DPE, AA, PP, TSE, SPC	
s.181(1A)(a)	power to apply to the Registrar of Titles to record the agreement	MEEP, MSP1, DPE, AA, PP, TSE, SPC	

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

Planning and Environment Act 1987		
s.181(1A)(b)	duty to apply to the Registrar of Titles, without delay, to record the agreement	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.182	power to enforce an agreement	MEEP, MSP1, SO, DPE, AA, PP, TSE, SPC
s.183	duty to tell Registrar of Titles of ending/amendment of agreement	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184F(1)	power to decide to amend or end an agreement at any time after an application for review of the failure of Council to make a decision	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184F(2)	duty not to amend or end the agreement or give notice of the decision after an application is made to VCAT for review of a failure to amend or end an agreement	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184F(3)	duty to inform the principal registrar if the responsible authority decides to amend or end an agreement after an application is made for the review of its failure to end or amend the agreement	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184F(5)	function of receiving advice from the principal registrar that the agreement may be amended or ended in accordance with Council's decision	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184G(2)	duty to comply with a direction of the Tribunal	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.184G(3)	duty to give notice as directed by the Tribunal	MEEP, MSP1, DPE, AA, PP, TSE, SPC
s.198(1)	function to receive application for planning certificate	MEEP, MSP1, SO, DPE, AA, PP, TSE, SPC
s.199(1)	duty to give planning certificate to applicant	MSP1, DPE, SPIO, TSE, SPC
s.201(1)	function of receiving application for declaration of underlying zoning	MEEP, MSP1, SO, DPE, AA, PP, SPC
s.201(3)	duty to make declaration	MEEP, MSP1
	power to decide, in relation to any planning scheme or permit, that a specified thing has or has not been done to the satisfaction of Council	MEEP, MSP1, SO, DPE, AA, CP, PP
	power, in relation to any planning scheme or permit, to consent or refuse to consent to any matter which requires the consent or	MEEP, MSP1, DPE

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

Planning and Environment Act 1987			
	approval of Council	AA, DAE, METS, CP, PP	
	power to approve any plan or any amendment to a plan or other document in accordance with a provision of a planning scheme or condition in a permit	MEEP, MSP1, SO, DPE, AA, DAE, METS, PP, SPC	
	power to give written authorisation in accordance with a provision of a planning scheme	MEEP, MSP1, SO, DPE, AA, DAE, METS, PP, SPC	
s.201UAB(1)	function of providing the Growth Areas Authority with information relating to any land within municipal district	DPE	
s.201UAB(2)	duty to provide the Growth Areas Authority with information requested under subsection (1) as soon as possible	DPE	
Residential Tenancies Act 1997			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.142D	function of receiving notice regarding an unregistered rooming house	EHO, EHOT	
s.142G(1)	duty to enter required information in Rooming House Register for each rooming house in municipal district	CEH, EHO, EHOT	
s.142G(2)	power to enter certain information in the Rooming House Register.	CEH, EHO, EHOT	
s.142I(2)	power to amend or revoke an entry in the Rooming House Register if necessary to maintain the accuracy of the entry	CEH, EHO, EHOT	
s.252	power to give tenant a notice to vacate rented premises if subsection (1) applies	CV, GMFS	where council is the landlord
s.262(1)	power to give tenant a notice to vacate rented premises	CV, GMFS	where council is the landlord
s.262(3)	power to publish its criteria for eligibility for the provision of housing by council	CV, GMFS	
s.518F	power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements	CEH, EHO, EHOT	
s.522(1)	power to give a compliance notice to a person	MHLL, EHO, EHOT	
s.525(2)	power to authorise an officer to exercise powers in section 526 (either generally or in a particular case)	MHLL, CEH, EHO, EHOT	
s.525(4)	duty to issue identity card to authorised officers	MHLL	
s.526(5)	duty to keep record of entry by authorised officer under section 526	MHLL, EHO, EHOT	
s.526A(3)	function of receiving report of inspection	CEH, EHO, EHOT	
s.527	power to authorise a person to institute proceedings (either generally or in a particular case)	MHLL, CEH	

Manningham City Council
Instrument of Delegation S6 – Council to Council Staff

Road Management Act 2004			
Provision	Item Delegated	Delegate	Conditions and Limitations
s.11(1)	power to declare a road by publishing a notice in the Government Gazette	DAE	obtain consent in circumstances specified in section 11(2)
s.11(8)	power to name a road or change the name of a road by publishing notice in Government Gazette	METS	
s.11(9)(b)	duty to advise Registrar	METS	
s.12(2)	power to discontinue road or part of a road	METS	were council is the coordinating road authority
s.12(4)	power to publish, and provide copy, notice of proposed discontinuance	METS	power of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(5)	duty to consider written submissions received within 28 days of notice	METS	duty of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(6)	function of hearing a person in support of their written submission	METS	function of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(7)	duty to fix day, time and place of meeting under subsection (6) and to give notice	METS	duty of coordinating road authority where it is the discontinuing body unless subsection (11) applies
s.12(10)	duty to notify of decision made	METS	duty of coordinating road authority where it is the discontinuing body does not apply where an exemption is specified by the regulations or given by the Minister
s.13(1)	power to fix a boundary of a road by publishing notice in Government Gazette	DAE	power of coordinating road authority and obtain consent under section 13(3) and section 13(4) as appropriate
s.14(4)	function of receiving notice from VicRoads	METS	
s.14(7)	power to appeal against decision of VicRoads	DAE	
s.15(1)	power to enter into arrangement with another road authority, utility or a provider of public transport to transfer a road management function of the road authority to the other road authority, utility or provider of public transport	METS	
s.15(1A)	power to enter into arrangement with a utility to transfer a road management function of the utility to the road authority	METS	
s.15(2)	duty to include details of arrangement in public roads register	METS	
s.16(7)	power to enter into an arrangement under section 15	DAE	

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

Road Management Act 2004			
s.16(8)	duty to enter details of determination in public roads register	AC	
s.17(2)	duty to register public road in public roads register	AC	where council is the coordinating road authority
s.17(3)	power to decide that a road is reasonably required for general public use	DAE, METS	where council is the coordinating road authority
s.17(3)	duty to register a road reasonably required for general public use in public roads register	AC	where council is the coordinating road authority
s.17(4)	power to decide that a road is no longer reasonably required for general public use	DAE	where council is the coordinating road authority
s.17(4)	duty to remove road no longer reasonably required for general public use from public roads register	AC	where council is the coordinating road authority
s.18(1)	power to designate ancillary area	DAE, METS	where council is the coordinating road authority, and obtain consent in circumstances specified in section 18(2)
s.18(3)	duty to record designation in public roads register	AC	where council is the coordinating road authority
s.19(1)	duty to keep register of public roads in respect of which it is the coordinating road authority	AC	
s.19(4)	duty to specify details of discontinuance in public roads register	AC	
s.19(5)	duty to ensure public roads register is available for public inspection	AC	
s.21	function of replying to request for information or advice	METS	obtain consent in circumstances specified in section 11(2)
s.22(2)	function of commenting on proposed direction	DAE, METS	
s.22(4)	duty to publish a copy or summary of any direction made under section 22 by the Minister in its annual report.	MCRM	
s.22(5)	duty to give effect to a direction under this section.	DAE, MEO, METS	
s.40(1)	duty to inspect, maintain and repair a public road.	MEO	
s.40(5)	power to inspect, maintain and repair a road which is not a public road	MEO, METS	
s.41(1)	power to determine the standard of construction, inspection, maintenance and repair	DAE, MEO, METS	
s.42(1)	power to declare a public road as a controlled access road	DAE	power of coordinating road authority and Schedule 2 also applies
s.42(2)	power to amend or revoke declaration by notice published in Government Gazette	DAE	power of coordinating road authority and Schedule 2 also applies
s.42A(3)	duty to consult with VicRoads before road is specified	DAE, MEO, METS	where council is the coordinating road authority if road is a municipal road or part thereof
s.42A(4)	power to approve Minister's decision to specify a road as a specified freight road	DAE	where council is the coordinating road authority if road is a municipal road or part thereof and where road is to be specified a freight road
s.48EA	duty to notify the owner or occupier of land and provider of public transport on which rail infrastructure or rolling stock is located (and	Not delegated	where council is the responsible road authority,

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

Road Management Act 2004			
	any relevant provider of public transport)		infrastructure manager or works manager
s.48M(3)	function of consulting with the Secretary for purposes of developing guidelines under section 48M	DAE	
s.49	power to develop and publish a road management plan	DAE	
s.51	power to determine standards by incorporating the standards in a road management plan	DAE	
s.53(2)	power to cause notice to be published in Government Gazette of amendment etc of document in road management plan	DAE, MEO, METS	
s.54(2)	duty to give notice of proposal to make a road management plan	DAE	
s.54(5)	duty to conduct a review of road management plan at prescribed intervals	DAE	
s.54(6)	power to amend road management plan	DAE	
s.54(7)	duty to incorporate the amendments into the road management plan	DAE	
s.55(1)	duty to cause notice of road management plan to be published in Government Gazette and newspaper	DAE, MEO, METS	
s.63(1)	power to consent to conduct of works on road	METS	where council is the coordinating road authority
s.63(2)(e)	power to conduct or to authorise the conduct of works in, on, under or over a road in an emergency	MEO, METS, MPR	where council is the infrastructure manager
s.64(1)	duty to comply with clause 13 of Schedule 7	MEO, METS	where council is the infrastructure manager or works manager
s.66(1)	power to consent to structure etc	AE	where council is the coordinating road authority
s.67(2)	function of receiving the name & address of the person responsible for distributing the sign or bill	LLO, CLL	where council is the coordinating road authority
s.67(3)	power to request information	LLO, CLL	where council is the coordinating road authority
s.68(2)	power to request information	LLO, CLL	where council is the coordinating road authority
s.71(3)	power to appoint an authorised officer	Not delegated	
s.72	duty to issue an identity card to each authorised officer	MEO, METS	
s.85	function of receiving report from authorised officer	MEO, METS	
s.86	duty to keep register re section 85 matters	MEO, METS	
s.87(1)	function of receiving complaints	MEO, METS	
s.87(2)	duty to investigate complaint and provide report	MEO, METS	
s.112(2)	power to recover damages in court	MEO, METS	
s.116	power to cause or carry out inspection	MEO, METS	
s.119(2)	function of consulting with VicRoads	MEO	
s.120(1)	power to exercise road management functions on an arterial road (with the consent of VicRoads)	MEO, METS, MPR	
s.120(2)	duty to seek consent of VicRoads to exercise road management functions before exercising power in section 120(1)	MEO, METS, MPR	
s.121(1)	power to enter into an agreement in respect of works	DAE, MEO, METS	
s.122(1)	power to charge and recover fees	METS	
s.123(1)	power to charge for any service	MEO, METS	
Schedule	power to make a decision in respect of controlled access roads	MEO, METS	

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Instrument of Delegation S6 – Council to Council Staff

Road Management Act 2004			
2 Clause 2(1)			
Schedule 2 Clause 3(1)	duty to make policy about controlled access roads	MEO, METS	
Schedule 2 Clause 3(2)	power to amend, revoke or substitute policy about controlled access roads	MEO, METS	
Schedule 2 Clause 4	function of receiving details of proposal from VicRoads	MEO, METS	
Schedule 2 Clause 5	duty to publish notice of declaration	MEO, METS	
Schedule 7, Clause 7(1)	duty to give notice to relevant coordinating road authority of proposed installation of non-road infrastructure or related works on a road reserve	MEO, MPR	where council is the infrastructure manager or works manager
Schedule 7, Clause 8(1)	duty to give notice to any other infrastructure manager or works manager responsible for any non-road infrastructure in the area, that could be affected by any proposed installation of infrastructure or related works on a road or road reserve of any road	MEO, METS	where council is the infrastructure manager or works manager
Schedule 7, Clause 9(1)	duty to comply with request for information from a coordinating road authority, an infrastructure manager or a works manager responsible for existing or proposed infrastructure in relation to the location of any non-road infrastructure and technical advice or assistance in conduct of works	METS	where council is the infrastructure manager or works manager responsible for non-road infrastructure
Schedule 7, Clause 9(2)	duty to give information to another infrastructure manager or works manager where becomes aware any infrastructure or works are not in the location shown on records, appear to be in an unsafe condition or appear to need maintenance	METS	where council is the infrastructure manager or works manager
Schedule 7, Clause 10(2)	where Schedule 7 Clause 10(1) applies, duty to, where possible, conduct appropriate consultation with persons likely to be significantly affected	MEO, METS	where council is the infrastructure manager or works manager
Schedule 7 Clause 12(2)	power to direct infrastructure manager or works manager to conduct reinstatement works	MEO	where council is the coordinating road authority
Schedule 7 Clause 12(3)	power to take measures to ensure reinstatement works are completed	MEO	where council is the coordinating road authority
Schedule 7 Clause 12(4)	duty to ensure that works are conducted by an appropriately qualified person	MEO	where council is the coordinating road authority
Schedule 7 Clause 12(5)	power to recover costs	MEO	where council is the coordinating road authority
Schedule 7, Clause 13(1)	duty to notify relevant coordinating road authority within 7 days that works have been completed, subject to Schedule 7, Clause 13(2)	MEO	where council is the works manager
Schedule 7 Clause 13(2)	power to vary notice period	MEO, METS	where council is the coordinating road authority
Schedule 7, Clause 13(3)	duty to ensure works manager has complied with obligation to give notice under Schedule 7, Clause 13(1)	METS	where council is the infrastructure manager

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Instrument of Delegation S6 – Council to Council Staff

Road Management Act 2004			
Schedule 7 Clause 16(1)	power to consent to proposed works	METS	where council is the coordinating road authority
Schedule 7 Clause 16(4)	duty to consult	MEO, METS	where council is the coordinating road authority, responsible authority or infrastructure manager
Schedule 7 Clause 16(5)	power to consent to proposed works	DAE, MEO, METS	where council is the coordinating road authority
Schedule 7 Clause 16(6)	power to set reasonable conditions on consent	DAE, MEO, METS	where council is the coordinating road authority
Schedule 7 Clause 16(8)	power to include consents and conditions	DAE, MEO, METS	where council is the coordinating road authority
Schedule 7 Clause 17(2)	power to refuse to give consent and duty to give reasons for refusal	METS	where council is the coordinating road authority
Schedule 7 Clause 18(1)	power to enter into an agreement	METS	where council is the coordinating road authority
Schedule 7 Clause 19(1)	power to give notice requiring rectification of works	MEO, METS	where council is the coordinating road authority
Schedule 7 Clause 19(2) & (3)	power to conduct the rectification works or engage a person to conduct the rectification works and power to recover costs incurred	DAE, MEO, METS	where council is the coordinating road authority
Schedule 7 Clause 20(1)	power to require removal, relocation, replacement or upgrade of existing non-road infrastructure	MEO, METS	where council is the coordinating road authority
Schedule 7A Clause 2	power to cause street lights to be installed on roads	METS	power of responsible road authority where it is the coordinating road authority or responsible road authority in respect of the road
Schedule 7A Clause 3(1)(d)	duty to pay installation and operation costs of street lighting - where road is not an arterial road	METS	where council is the responsible road authority
Schedule 7A Clause 3(1)(e)	duty to pay installation and operation costs of street lighting - where road is a service road on an arterial road and adjacent areas	METS	where council is the responsible road authority
Schedule 7A Clause 3(1)(f)	duty to pay installation and percentage of operation costs of street lighting - for arterial roads in accordance with clauses 3(2) and 4	METS	duty of council as responsible road authority that installed the light (re: installation costs) and where council is relevant municipal council (re: operating costs)

Manningham City Council

Instrument of Delegation S6 – Council to Council Staff

Planning and Environment Regulations 2015			
Provision	Item Delegated	Delegate	Conditions and Limitations
r.6	function of receiving notice, under section 19(1)(c) of the Act, from a planning authority of its preparation of an amendment to a planning scheme	MEEP, DPE	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
r.21	power of responsible authority to require a permit applicant to verify information (by statutory declaration or other written confirmation satisfactory to the responsible authority) in an application for a permit or to amend a permit or any information provided under section 54 of the Act	MEEP, MSP1, DPE, PP, SPC	
r.25(a)	duty to make copy of matter considered under section 60(1A)(g) available for inspection free of charge	MEEP, DPE	where Council is the responsible authority
r.25(b))	function of receiving a copy of any document considered under section 60(1A)(g) by the responsible authority and duty to make the document available for inspection free of charge	MEEP, DPE	where Council is not the responsible authority but the relevant land is within Council's municipal district
r.42	function of receiving notice under section 96C(1)(c) of the Act from a planning authority of its preparation of a combined application for an amendment to a planning scheme and notice of a permit application	MEEP, DPE, EHO, EHOT	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
Planning and Environment (Fees) Interim Regulations 2015			
Planning and Environment (Fees) Further Interim Regulations 2015 Note: these Regulations expire on 14 October 2016			
Provision	Item Delegated	Delegate	Conditions and Limitations
r.16	power to waive or rebate a fee other than a fee relating to an amendment to a planning scheme	MEEP, MSP1, DPE	
r.17	power to waive or rebate a fee relating to an amendment of a planning scheme	MEEP, DPE	
r.18	duty to record matters taken into account and which formed the basis of a decision to waive or rebate a fee under r.16 or 17	MEEP, MSP1, DPE, EHO, EHOT	
Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010			
Provision	Item Delegated	Delegate	Conditions and Limitations
r.7	function of entering into a written agreement with a caravan park	EHO, EHOT,	

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Instrument of Delegation S6 – Council to Council Staff

Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010			
r.11	owner function of receiving application for registration	EPA1 EHO, EHOT, EPA1	
r.13(1)	duty to grant the registration if satisfied that the caravan park complies with these regulations	EHO, EHOT, EPA1	
r.13(2)	duty to renew the registration if satisfied that the caravan park complies with these regulations	EHO, EHOT, EPA1	
r.13(2)	power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations	EHO, EHOT, EPA1	
r.13(4) & (5)	duty to issue certificate of registration	EHO, EHOT, EPA1	
r.15(1)	function of receiving notice of transfer of ownership	EHO, EHOT, EPA1	
r.15(3)	power to determine where notice of transfer is displayed	EHO, EHOT, EPA1	
r.16(1)	duty to transfer registration to new caravan park owner	EHO, EHOT, EPA1	
r.16(2)	duty to issue a certificate of transfer of registration	EHO, EHOT, EPA1	
r.17(1)	power to determine the fee to accompany applications for registration or applications for renewal of registration	EPA1	
r.18	duty to keep register of caravan parks	EPA1	
r.19(4)	power to determine where the emergency contact person's details are displayed	EHO, EHOT, EPA1	
r.19(6)	power to determine where certain information is displayed	EHO, EHOT, EPA1	
r.22A(1)	duty to notify a caravan park owner of the relevant emergency services agencies for the caravan park, on the request of the caravan park owner	CEH, EHO, EHOT	
r.22A(2)	duty to consult with relevant emergency services agencies	CEH, EHO, EHOT	
r.23	power to determine places in which caravan park owner must display a copy of emergency procedures	EHO, EHOT, EPA1	
r.24	power to determine places in which caravan park owner must display copy of public emergency warnings	EHO, EHOT, EPA1	
r.25(3)	duty to consult with relevant floodplain management authority	EHO, EHOT, EPA1	
r.26	duty to have regard to any report of the relevant fire authority	EHO, EHOT, EPA1	
r.28(c)	power to approve system for the collection, removal and disposal of sewage and waste water from a movable dwelling	EHO, EHOT, EPA1	
r.39	function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe	EHO, EHOT, EPA1	
r.39(b)	power to require notice of proposal to install unregistrable movable dwelling or rigid annexe	EHO, EHOT, EPA1	
r.40(4)	function of receiving installation certificate	EHO, EHOT, EPA1	
r.42	power to approve use of a non-habitable structure as a dwelling or part of a dwelling	EPA1	

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Instrument of Delegation S6 – Council to Council Staff

Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2010			
Schedule 3 clause 4(3)	power to approve the removal of wheels and axles from unregistrable movable dwelling	EHO, EHOT, EPA1	
Road Management (General) Regulations 2016			
Provision	Item Delegated	Delegate	Conditions and Limitations
r.9(3)	Duty to give notice where road management review is completed and no amendments will be made (or no amendments for which notice is required)	AC	where council is the coordinating road authority
r.13(1)	Duty to publish notice of amendments to road management plan	AC	where council is the coordinating road authority
r.23(4)	power to charge a fee for application under section 56(1) Road Management Act	METS	where council is the coordinating road authority
Road Management (Works and Infrastructure) Regulations 2015			
Note: these regulations commenced on 20 June 2015, replacing the Roads Management (works & infrastructure) Regulations 2005, which expired on 21 June 2015.			
Provision	Item Delegated	Delegate	Conditions and Limitations
r.15	power to exempt a person from requirement under clause 13(1) of Schedule 7 of the Act to give notice as to the completion of those works	MEO, METS	where council is the coordinating road authority and where consent given under section 63(1) of the Act
r.22(2)	power to waive whole or part of fee in certain circumstances	MEO, METS	where council is the coordinating road authority

14.3 Documents for Sealing - 26 July 2016

Responsible Director: Executive Manager People & Governance

File No. T16/153

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Director, Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

The following documents are submitted for signing and sealing by Council.

1 BACKGROUND

- 1.1 The Council's common seal must only be used on the authority of the Council or the Chief Executive Officer under delegation from the Council. An authorising Council resolution is required in relation to the documents listed in the Recommendation section of this report.

OFFICER'S RECOMMENDATION

That the following documents be signed and sealed:

**Consent Agreement to Build Over an Easement
Section 173 of the Planning and Environment Act 1987
Council and K & K Mozaffarian, V H Qazvini, S Samiee & M Hajjari
279 Church Road, Templestowe**

**Deletion of Easement Agreement
Council and ABC Homes and Construction Pty Ltd
1 Harold Street, Bulleen**

**Community Services Lease
Council and Donvale Sports Club Inc
Part Donvale Reserve, 36-82 Mitcham Road, Donvale**

**Deed of Renewal and Variation of Lease
Council and Inner East Community Health Service
Part MC², 687 Doncaster Road, Doncaster**

**Deed of Renewal and Variation of Lease
Council and Doncaster Community Care and Counselling Centre Inc
Part MC², 687 Doncaster Road, Doncaster**

**Deed of Renewal and Variation of Lease
Council and Young Mens Christian Association of Manningham Inc
Part MC², 687 Doncaster Road, Doncaster**

MOVED: GRIVOKOSTOPOULOS
SECONDED: DOWNIE

That the Recommendation be adopted with the addition of the following agreements:

**Council Telecommunications Lease – Vodafone
Council and Vodafone Network Pty Ltd
Part 139-153 Williamsons Road, Templestowe Lower**

**Transfer of Land – Section 45 of the Transfer of Land Act 1958
(Acquisition for Tindals Road Network Improvements)
Council and Z J Zhao & F Ye
Lot R1 on Plan of Subdivision PS713739R, Part 154 Tindals Road, Donvale**

**Transfer of Land – Section 45 of the Transfer of Land Act 1958
(Acquisition for Tindals Road Network Improvements)
Council and M K Sheppard
Lot R2 on Plan of Subdivision PS713739R, Part 162 Tindals Road, Donvale**

CARRIED

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14.4 Record of Assembly of Councillors - July 2016

Responsible Director: Executive Manager People & Governance

File No. T16/161

The ultimate destination for this report is: COUNCIL AGENDA

Neither the responsible Executive Manager nor the Officer authoring this report has a conflict of interest in this matter.

SUMMARY

Section 80A of the Local Government Act 1989 requires a record of each meeting that constitutes an Assembly of Councillors to be reported to the next ordinary meeting of Council and those records be incorporated into the minutes of the Council Meeting.

The Assemblies to be reported to this Council Meeting took place between 20 June and 15 July (both dates inclusive). They are:-

- Sustainable Design Task Force on 23 June
- Council Meeting on 28 June
- Sustainable Design Task Force on 30 June
- SBS on 12 July
- Senior Citizens Reference Group on 13 July

1 BACKGROUND

- 1.1 An Assembly of Councillors is defined in the Local Government Act 1989 as a meeting of an advisory committee of the Council, if at least one Councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of Council staff which considers matters that are intended or likely to be:-
 - 1.1.1 the subject of a decision of the Council; or
 - 1.1.2 subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation.
- 1.2 An advisory committee can be any committee or group appointed by Council and does not necessarily have to have the term 'advisory' or 'advisory committee' in its title.
- 1.3 Written records of Assemblies are to include the names of all Councillors and members of Council staff attending, a list of the matters considered, any conflict of interest disclosures made by a Councillor and whether a Councillor who has disclosed a conflict of interest leaves the Assembly for the item in which he or she has an interest.
- 1.4 The details of each Assembly are shown in the Attachments to this report.

2 PROPOSAL/ISSUE

- 2.1 The Assembly records are submitted to Council, in accordance with the requirements of Section 80A of the Local Government Act 1989.

OFFICER'S RECOMMENDATION

That the records of the Assemblies as listed in the summary to this report and shown attached be noted and incorporated in the minutes of this Council Meeting.

**MOVED: HAYNES
SECONDED: KLEINERT**

That the Recommendation be adopted.

CARRIED

"Refer Attachments"

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Record of an Assembly of Councillors

Manningham City Council

SUSTAINABLE DESIGN TASKFORCE

Meeting Date: 23 June, 2016
Venue: Heide Room, Council Offices
Starting Time: 7.45 am

Attendance & Apologies

Councillors in Attendance

Cr Meg Downie, Cr Jim Grivokostopoulos, Cr Geoff Gough, Cr Dot Haynes

Other Committee Members in Attendance

Bryan Millar (Architect), John Macdonald

Officers in Attendance

Jeff Gower (Manager, Statutory Planning), Lloyd Lee (Strategic Sustainable Planner), Subash Nanoo (Engineer), Teresa Dominik (Director Planning & Environment), Vivien Williamson (Manager, EEP), Diana Au (Principal Planner), Simone Terzini (Principal Planner), Gary Bateman (Urban Design Consultant),

Apologies

Mandy Banks (Snr Urban Designer), John Macdonald (Architect), Simon Brink (Engineering Services), Cr Michelle Kleinert, Cr Stephen O'Brien, Noel McKernan (Architect),

Disclosure of any Conflict of Interest

None declared.

Item to be Considered:

- 444-448 Doncaster Road, Doncaster (Koonung Ward)
- 339-403 Manningham Road Doncaster (Heidi Ward)

Finishing Time: 9.30 am

Record of an Assembly of Councillors

Manningham City Council

Council Meeting Briefing Session

Meeting Date: 28 June 2016.
Venue: Council Chamber, City Office, 699 Doncaster Rd, Doncaster.
Starting Time: 7.00pm.

Present:

Councillor Paul McLeish (Mayor)
Councillor Dot Haynes (Deputy Mayor)
Councillor Meg Downie
Councillor Sophy Galbally
Councillor Geoff Gough
Councillor Jim Grivokostopoulos
Councillor Michelle Kleinert
Councillor Stephen O'Brien

Officers Present:

Chief Executive Officer, Mr Warwick Winn
Director Assets & Engineering, Mr Leigh Harrison
Director Community Programs, Mr Chris Potter
Director Planning & Environment, Ms Teresa Dominik
Director Shared Services, Mr Philip Lee
Executive Manager People & Governance, Ms Jill Colson

1. **Prior Notification of Conflicts of Interest**
There were no Disclosures of Interest
2. **Petition - Car Parking in King Street (Koonung and Heide Ward)**
3. **Amendment C111 383 - 395 Manningham Road, Doncaster Proposal to Rezone Land - Consideration of Submissions**
4. **Chippewa Avenue, Donvale - Petition Regarding Parking Concerns**
5. **King Street - Special Charge Scheme Initiation**
6. **Community Grants Program 2016/2017**
7. **General Valuation 2016 Return**
8. **2016/17 Annual Budget, Strategic Resource Plan 2016-2020 and Annual Initiatives 2016/17 - Adoption and Declaration of Rates and Charges**
9. **Results of the Local Government Community Satisfaction Survey 2016**
10. **Proposed Sale of Part of the Discontinued Right of Way at Rear of 25 & 27 Queens Avenue Doncaster (Post Statutory Advertising)**
11. **Local Government Performance Reporting - Materiality Threshold**
12. **Appointment of Independent Member to the Audit Committee**
13. **Record of Assembly of Councillors - June 2016**
14. **Documents for Sealing - 28 June 2016**
15. **Notice of Motion by Jim Grivokostopoulos (Nom No.3/2016)**
16. **Notice of Motion by Sophy Galbally (Nom No.4/2016)**

The Meeting ended at 8.43pm.

Record of an Assembly of Councillors

Manningham City Council

SUSTAINABLE DESIGN TASKFORCE

Meeting Date: 30 June, 2016
Venue: Heide Room, Council Offices
Starting Time: 7.30 am

Attendance & Apologies

Councillors in Attendance

Cr Stephen O'Brien, Cr Dot Haynes, Cr Meg Downie

Other Committee Members in Attendance

Brian Miller (Architect),

Officers in Attendance

Mandy Banks (Snr Urban Designer), Jeff Gower (Manager, Statutory Planning, Subash Nanoo (Engineer), Teresa Dominik (Director Planning & Environment, Diana Au (Principal Planner), Lloyd Lee (Strategic Sustainable Planner), Simone Terzini (Principal Planner)

Apologies

John Macdonald (Architect), Noel McKernan (Architect), Cr Geoff Gough, Simon Brink (Engineering Services), Vivien Williamson (Manager, EEP), Paul Curtis (Yarra Valley Water), Cr Michelle Kleinert, Cr Jennifer Yang, Cr Geoff Gough, Cr Jim Grivokostopoulos, Nicole Daws (Doncaster Hill Place Manager)

Disclosure of any Conflict of Interest

None declared.

Item to be Considered:

- 584 -588 Doncaster Road, 811 – 813 Elgar Road & 3 Briar Court, DONCASTER (Koonung Ward)
- 92-96 Williamsons Road, DONCASTER (Koonung Ward)

Finishing Time: 9.00 am

Record of an Assembly of Councillors

Manningham City Council

Strategic Briefing Session

Meeting Date: 24 May 2016.
Venue: Council Chamber, City Office, 699 Doncaster Rd, Doncaster.
Starting Time: 6.40pm.

1. **Attendance & Apologies**
Councillors in Attendance
Cr Paul McLeish (Mayor), Cr Meg Downie (arrived at 6.51pm at item 9), Cr Sophy Galbally, Cr Jim Grivokostopoulos, Cr Dot Haynes (Deputy Mayor) and Cr Michelle Kleinert.

Apologies from Councillors
Cr G Gough and Cr Stephen O'Brien.

Executive Officers Present
Warwick Winn, Chief Executive Officer
Leigh Harrison, Director Assets & Engineering
Teresa Dominik, Director Planning and Environment
Jill Colson, Executive Manager People and Governance

Other Officers in Attendance
Roger Woodlock, Manager Engineering and Technical Services
Frank Vassilacos, Strategic Transport Planner
Vivien Williamson, Manager Economic and Environmental Planning
Peter Thomson, Governance Coordinator
2. **Conflict of Interest – Disclosure**
There were no disclosures of conflict of interest.
3. **Identification of Confidential & Sensitive Issues**
4. **Communications & Media Report**
5. **Forward Agenda**
6. **Finalisation of Deviation of Springvale Road at Mullum Mullum Reserve (1-41 Springvale Road, Donvale)**
7. **8-10 Montgomery Street, Doncaster East – Notice of Intention to Sell (Post Statutory Advertising)**
8. **11 Hepburn Road, Doncaster – Property Acquisition**
9. **Economic and Environmental Planning Annual Reports**
10. **Jumping Creek Road Upgrade - Endorsement of the Development Framework**
11. **Koonung Park – Management Plan Endorsement**
12. **Collaborative Procurement Activities within the Engineering Operations & Parks & Recreation Units**
13. **Use of Sportsgrounds by Schools on Fridays**
14. **Amendment C112 to Manningham Planning Scheme 775-779 Doncaster Road, Doncaster - Removal of Restrictive Covenants**
15. **Other Matters**
 - 15.1 Meeting with Basketball Clubs
 - 15.2 Tunstall Square Shaw Street Works
 - 15.3 Unreasonably and Persistent Complainants
 - 15.4 Manningham and Thompsons Roads Intersection
 - 15.5 Fireball

The meeting concluded at 8.22pm.

Record of an Assembly of Councillors

Manningham City Council

Senior Citizens Reference Group Committee

Meeting Date: Wednesday 13 July 2016
Venue: Manningham City Council, Heide Room
Starting Time: 9.30am

Apologies

Anna Eminagov – Macedonian Senior Citizens of Manningham.
Barry Holding – Probus Reference Group.
Claudia Raiola – National Seniors Doncaster Branch
Yvette Manoli – The Australian Coptic Senior Citizens Club of Manningham

Councillors in Attendance

Cr. Meg Downie

Other Committee Members in Attendance

John Kostoulas – Bulleen and Templestowe Pensioners Association.
David Jenz – Manningham USA Incorporated
Nelson Chen – The Chinese Senior Citizens Club of Manningham Inc.
Pamela Rose – Greek Elderly Citizens Club of Manningham Inc.
Helen Jurcevic – Women’s Friendship Group Inc.
Javad Macsood – Australian Iranian Senior Citizens Society of Victoria.
Hussein Poukas – Warrandyte Senior Citizens Centre
Joan Good – Bulleen and Templestowe Senior Citizens Club Inc.

Officers in Attendance

Keri Kennealy – Manningham City Council
Catherine Walker

Disclosure of any Conflict of Interest

Confirmation that there were no items on Agenda where conflict of interest was declared.

Items Considered:

Guest Speaker

- Ralph Geerling and Georgina Snaddon, Manningham City Council
1000’s of Voices, Community Consultation

Group Undertaking

- Recruitment of new members

Other Business

- My Aged Care Website
- Seniors Discount Directory – Seniors Online

Finishing Time: 11.00am

15. URGENT BUSINESS REPORTS

15.1 Greater Warrandyte Fireball Committee

**MOVED: GALBALLY
SECONDED: O'BRIEN**

That Council admits for consideration the following item of Urgent Business at item 15.1. That the Chief Executive Officer allocate funds to the Greater Warrandyte Fireball Committee to assist it in meeting a budget shortfall of \$7,000 due to the venue organisers (Park Hyatt) requirement that their sound/stage contractor be used for the event.

Amendment

**MOVED: DOWNIE
SECONDED: McLEISH**

That the Chief Executive Officer approach Nillumbik Council for assistance in funding this \$7,000 which is to be given directly to the CFA for purchasing of the slipon truck.

LOST

The motion was then PUT and CARRIED

16. NOTICES OF MOTION

16.1 Notice of Motion by Cr Dot Haynes (Nom No.5/2016)

**MOVED: HAYNES
SECONDED: DOWNIE**

That Council, having regard to the former St John's Church and Hall at 283 Springvale Rd Donvale:

- (a) Immediately commences the process to amend the Manningham Planning Scheme to include the former St John's Church and Hall at 283 Springvale Rd Donvale as a heritage place in the Schedule to clause 43.01 Heritage Overlay, and in addition apply controls to internal alterations;**
- (b) Negotiates with the building owners an agreement by which Council acquires and removes said buildings from the property and relocates them in or adjacent to the site known as Schramms Cottage for the care of and use by the Manningham Historical Society;**
- (c) Allocates sufficient Council funding in the current and future budgets to achieve (a) and (b); and**
- (d) Seeks funding from other parties to achieve (a) and (b) including State and Commonwealth Governments, Community and Church groups.**

And thereby evidences to our Community the importance that Manningham City Council places upon our heritage for the benefit of current and future generations.

CARRIED

DIVISION

A Division having been demanded the Council divided as follows:

FOR (4): Councillors Haynes, Downie, Kleinert and McLeish.

AGAINST (3): Councillors O'Brien, Grivokostopoulos and Galbally

THE MOTION WAS DECLARED CARRIED

16.2 Notice of Motion by Cr Meg Downie (Nom No.6/2016)

MOVED: DOWNIE
SECONDED: HAYNES

That Council, in the interests of the safety of the children at Wonga Park Primary School:

- (a) Commence discussions with Wonga Park Primary School and the Victorian Department of Education and Training to investigate traffic-related issues around the school and determine the most appropriate and effective response. This may include on-street or off-street treatments. The solution would need to involve a mutually beneficial outcome for the school, the Department and the Council.**

- (b) Send a copy of Council's resolution to the Government Representative in the Legislative Council informing him of the motion and asking him for assistance in this.**

Procedure Motion

MOVED: GALBALLY
SECONDED: O'BRIEN

That the Standing Orders for the meeting procedures be suspended.

CARRIED

Procedure Motion

MOVED: HAYNES
SECONDED: O'BRIEN

That the Standing Orders for the meeting procedures be resumed.

CARRIED

The original motion was then PUT and CARRIED

DIVISION

A Division having been demanded the Council divided as follows:

FOR (7): Councillors Haynes, O'Brien, Grivokostopoulos, Downie, Kleinert, Galbally and McLeish.

AGAINST (0): Nil.

THE MOTION WAS DECLARED CARRIED UNANIMOUSLY

17. QUESTIONS FROM THE PUBLIC

There were no written questions from the public.

18. QUESTIONS WITHOUT NOTICE

Questions were asked by Councillors on various issues, none of which required direct Council action or referral to a Strategic Briefing Session for further consideration, these can be heard on the audio for the Council Meeting on Council's website.

19. CONFIDENTIAL REPORTS

There were no Confidential Reports

The meeting concluded at 8:36pm

Chairman
CONFIRMED THIS 30 AUGUST 2016.

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