

*Planning and Environment Act 1987*

**MANNINGHAM PLANNING SCHEME**  
**AMENDMENT C104**  
**EXPLANATORY REPORT**

**Who is the planning authority?**

This amendment has been prepared by the Manningham City Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Scentre Group.

**Land affected by the Amendment**

The Amendment applies to the land at 619 Doncaster Road, Doncaster, which is known as Westfield Doncaster. The Amendment also applies to the land at 1 Grosvenor Street, Doncaster.

**What the amendment does**

The Amendment proposes to delete the existing Incorporated Plan Overlay (Schedule 1) from the land at 619 Doncaster Road and 1 Grosvenor Street, Doncaster, and apply a Development Plan Overlay (Schedule 4) to the land at 619 Doncaster Road, Doncaster, to facilitate the preparation and approval of a Development Plan to support the expansion of Westfield Doncaster.

The Amendment specifically proposes the following:

- Amend the content of the Municipal Strategic Statement at Clause 21.09 (Activity Centres and Commercial Areas);
- Amend Schedule 1 to the Activity Centre Zone at Clause 37.08 (ACZ1), and in particular, the provisions relating to Precinct 4: Westfield Doncaster;
- Delete Schedule 1 to the Incorporated Plan Overlay at Clause 43.03 (IPO1) and remove the overlay from the land at 619 Doncaster Road and 1 Grosvenor Street, Doncaster and associated mapping;
- Introduce a new Schedule 4 to the Development Plan Overlay at Clause 43.04 (DPO4) and apply it to the land at 619 Doncaster Road, Doncaster and associated mapping. The DPO4 is not proposed to apply to 1 Grosvenor Street, Doncaster on the basis that this site is no longer in Westfield ownership and has been developed as a 10 storey residential apartment-style development;
- Introduce the Road Closure Overlay (RXO) at Clause 45.04 into the Manningham Planning Scheme and associated new map 7RXO. RXO is to be applied to the westernmost end of Westfield Drive adjoining the northern boundary of the Westfield site;
- Amend Schedule 1 to the Development Contributions Overlay (DCPO1) at Clause 45.06 to clarify the development contributions that would apply in relation to development of the site;
- Amend Schedule 1 to the Parking Overlay (PO1) at Clause 45.09 to specify retail (shop) and commercial (office) car parking rates specifically for the Westfield Doncaster site; and
- Amend the schedule to clause 81.01 to remove reference to the Incorporated Document which forms the basis of the IPO1 titled '*Westfield Shoppingtown Doncaster Concept Plan, September 1996*'.

## **Strategic assessment of the Amendment**

### **Why is the Amendment required?**

The Amendment is required to facilitate the expansion of Westfield Doncaster.

The existing Incorporated Plan which guides the development of the shopping centre is from 1996 and has been superseded by the most recent expansion in 2005-2008. Accordingly, a Development Plan is considered to be the most appropriate mechanism to facilitate the proposal. The Development Plan Overlay schedule provides an opportunity to require information in relation to urban design and built form, transport, landscaping, services, acoustic engineering, environmentally sustainable design, social and economic impacts, and staging.

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

The Amendment implements the following objectives of planning in Victoria:

*(a) to provide for the fair, orderly, economic and sustainable use, and development of land;*

*(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;*

*(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;*

*(g) to balance the present and future interests of all Victorians.*

The Amendment implements these objectives through the facilitation of a master plan which provides for 18,000sqm of new office / commercial floor area and 43,000sqm of shop floor area. The land uses will enhance the Doncaster Hill Activity Centre and allow for the shopping centre to respond to retail trends and promote a more diverse land use mix within the centre. The proposal also includes an upgrade of the existing bus interchange on Williamsons Road, a new public forecourt to the centre, and new streetscape planting opportunities which will provide benefits to the Doncaster Hill community.

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

The Development Plan Overlay (Schedule 4) requires the preparation of a Sustainability Management Plan which addresses the future sustainability commitments within the new building.

The Development Plan Overlay (Schedule 4) includes a requirement for a Section 173 Agreement as part of a future planning permit application for the provision of a 100sqm tenancy within the development for community purposes and to be managed by the Manningham City Council or its designated service provider.

The Amendment provides for the economic development of the land. The economic analysis prepared for the proposal identifies over 2,000 new construction jobs will be created and 2,900 new full-time or part-time jobs at the centre will be available after completion of the \$500 million development.

### **Does the Amendment address relevant bushfire risk?**

The site is located in an established commercial area and is not identified as a bushfire risk area in the Manningham Planning Scheme. The Amendment is not likely to result in any increase to the risk of life, property, community infrastructure and the natural environment from bushfire.

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

The Amendment is consistent with the following:

- Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.
- Ministerial Direction No. 9 Metropolitan Strategy.
- Direction No. 11 Strategic Assessment of Amendments.

Ministerial Direction No. 9 requires all Planning Scheme amendments in the metropolitan area to have regard to the Metropolitan Strategy Document. The amendment accords with the following Directions set out in Metropolitan Strategy (Plan Melbourne):

- Direction 1.5 – Plan for jobs closer to where people live
- Direction 3.2 – Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- Direction 4.3 – Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 4.8 – Achieve and promote design excellence

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

The State and local planning policy support for the expansion of the centre is as follows.

Plan Melbourne, as the current metropolitan strategy, recognises the need to facilitate investment and respond to international competition, demographic changes and advancements in technology. The nominated Strategic Direction for activity centres is to *enable 20-minute neighbourhoods by providing access to a wide range of goods and services in centres that are planned and coordinated by local governments. The centres will provide employment and vibrant local economies. Some will serve larger subregional catchments. Through the removal of retail floorspace and office caps, activity centres may grow unrestricted.*

Plan Melbourne also encourages the diversification of land uses within shopping centres: *Opportunities for future diversification, investment and employment growth in these centres should be explored and facilitated through planning provisions where appropriate.* (p. 35)

Clause 11 of the Manningham Planning Scheme seeks to broaden the mix of land uses within activity centres and to encourage economic investment.

Clause 17.01 of the Manningham Planning Scheme includes the objective for business in Victoria, which is 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.*

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

The LPPF within the Manningham Planning Scheme recognises Doncaster Hill as the focus for future economic investment, residential development and retail / commercial expansion. Doncaster Hill is the highest-order activity centre within the municipality and is strategically well-positioned to accommodate this proposal.

The Doncaster Hill Strategy (October, 2002, revised 2004), which is a reference document in the Manningham Planning Scheme seeks to *create a state of the art, contemporary, sustainable, high-density, mixed-use village that enhances the social, environmental, economic and cultural elements of the region with 10,000 new employment opportunities, retail uses and 20,000sqm of office / commercial floor-space (excluding Westfield Doncaster).*

More specifically in relation to the Westfield Doncaster complex, the Strategy proposes that *Westfield ... will become better integrated into Doncaster Hill and the surrounding community with activated street frontages, more permeable pedestrian and vehicular*

*accessibility, a greater mix of land uses, accessible and prominent public transport interchange, pedestrian linkages to other precincts, and improved engagement with the main intersection. (p. 77)*

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

The Amendment is consistent with the use of the Victorian Planning Provisions and is consistent with the Ministerial Direction on the Form and Content of Planning Schemes.

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

The views of VicRoads and Public Transport Victoria have been considered in the preparation of the Amendment through a series of dedicated transport workshops. The Amendment, through the draft Development Plan, includes details of the proposed roadworks on Williamsons Road and Westfield Drive, and details of the proposed upgraded bus interchange.

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

The Amendment addresses the requirements of the *Transport Integration Act 2010* through the requirement for the views of VicRoads, Public Transport Victoria and the Department of Transport to be sought prior to the approval of a Development Plan.

### **Resource and administrative costs**

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

Future costs associated with the Amendment will relate to administrative costs associated with Council's consideration of any development plan and individual applications for planning permits.

### **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; or
- On the Manningham website at <http://www.manningham.vic.gov.au>

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](http://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, PO Box 1, Doncaster VIC 3108 or via email: [manningham@manningham.vic.gov.au](mailto:manningham@manningham.vic.gov.au)

### **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: Week commencing 23 January 2017
- panel hearing: Week commencing 1 March 2017



## MANNINGHAM PLANNING SCHEME

21.09

19/06/2014  
C1045**ACTIVITY CENTRES AND COMMERCIAL AREAS**

21.09-1

19/06/2014  
C105**Overview**

This section applies to all activity centres and commercial areas identified in Framework Plan 5. Activity Centres are generally included within a Commercial 1 Zone or an Activity Centre Zone. Other commercial areas are generally zoned Commercial 1 Zone and Mixed Use Zone.

Manningham's network of activity centres currently comprises one Principal Activity Centre (Doncaster Hill, Doncaster), one Major Activity Centre (The Pines, East Doncaster) and ten Neighbourhood Activity Centres (Donburn, Tunstall Square, Jackson Court, Templestowe Village, Macedon Activity Centre, Bulleen Plaza, Doncaster East / Devon Plaza Activity Centre, Park Orchards, Warrandyte township and Warrandyte Goldfields). There are also a number of local activity centres, and other commercial areas throughout the municipality.

Activity centres are integral to the local economy and local employment generation and are an important focal point for community life and interaction.

Key challenges for Manningham's network of activity centres are to ensure that commercial development is contained within the activity centres and that existing centres remain vibrant, viable and sustainable into the future. These centres will be supported by an enhanced public transport system. The Principal, Major and identified Neighbourhood Activity Centres will be the focus of increased residential growth and development. Other key challenges facing activity centres include changes to industry and social trends (eg, regionalisation of government services to larger centres, internet shopping, lifestyle shopping) as well as the impact of The Pines and Westfield Doncaster expansions on other centres.

Small clusters of commercial development exist throughout Manningham. There is increasing pressure for linear commercial development along main roads and for new commercial development to be located outside of activity centres. These types of developments impact on the viability of the existing activity centres and are often poorly located in terms of access to appropriate services and public transport.

**Principal Activity Centre (Doncaster Hill)**

The Metropolitan Strategy *Melbourne 2030* identifies Doncaster Hill as a Principal Activity Centre.

The Doncaster Hill Activity Centre is a 58 hectare area located in Doncaster, stretching along the major corridors of Doncaster Road, Williamsons Road and Tram Road. It is located approximately 12 kilometres from the Melbourne Central Activities District and is one of the highest points in Melbourne showcasing views of the Dandenongs, Kinglake Ranges and the panoramic Melbourne City skyline.

The Doncaster Hill Activity Centre is regarded as a prime location for redevelopment based on topographic features and existing physical and community infrastructure assets.

To meet changing demographic trends and achieve residential targets identified by Council there is a need to provide a greater diversity of dwelling types. As part of the *Manningham Residential Strategy* (2002), high and medium density housing densities will be encouraged within identified Activity Centres whilst residential development outside identified Activity Centre areas will be the focus for lower density, detached housing development. The Doncaster Hill Activity Centre has been identified as a focus for high density residential development.

## MANNINGHAM PLANNING SCHEME

Manningham has a commitment to sustainability. The Doncaster Hill Activity Centre is an opportunity to showcase an integrated land-use planning and development framework which:

- 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.

### Vision

The *Doncaster Hill Strategy* (October 2002) envisages that the Doncaster Hill Activity Centre will be a key destination in Melbourne's East. It will be a high density, sustainable, vibrant, contemporary mixed use urban village with a strong sense of place and civic identity based on the following key vision objectives:

- 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 facilitate the future expansion of Westfield Doncaster to provide an economically viable and sustainable precinct with retail, commercial and entertainment offerings that meet local and regional expectations and demands.
- 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.

Formatted: Font: Not Italic

The key strategic directions for future land-use planning and development are illustrated by the Doncaster Hill Strategy Framework Plan, included as Map 1 to this Clause. This Framework Plan provides the design vision as a stimulus for private and public sector developments.



## MANNINGHAM PLANNING SCHEME

**Precincts**

Seven distinctive development precincts have been identified and delineated within the Doncaster Hill Activity Centre. The precincts are delineated in accordance with their topographic orientation and aspect on Doncaster Hill, their relationship to main roads, and their present and future uses.

The precincts provide guidance to the expected outcomes in each area and a framework for the assessment of appropriate mixes of functions, building scale and character to create a distinctive sense of identity and character for each of the precincts.

In addition to the seven precincts, guidance to the expected outcomes for the intersection of Doncaster, Williamsons and Tram Roads is also outlined. The seven precincts of the Doncaster Hill Activity Centre and the intersection are identified on Map 2 to this Clause.

**Precinct 1****Existing conditions**

This precinct contains existing civic, education and art infrastructure for Doncaster Hill Activity Centre, including the defining historic buildings and most of the existing open space. It also features commanding views of the Kinglake ranges to the north and the Dandenong ranges to the east.

**Vision**

The creation of a consolidated, prominent and accessible civic centre with an expanded community and education focus, with gateway presence. It will also include a major urban open space/green spine for Doncaster Hill Activity Centre residents and the wider Manningham community. It is also envisaged to incorporate strong pedestrian links to other areas of Doncaster Hill Activity Centre and enhance the historic/arts sub-precinct.

**Precinct 2****Existing conditions**

This precinct is a north-facing strip on the south side of the Doncaster Road ridgeline, commanding 360-degree panoramic views and already containing a significant component of the commercial development for Doncaster Hill Activity Centre.

**Vision**

The focus for high-density mixed use development on Doncaster Hill, this precinct will include cafes, restaurants and outdoor eating at ground level taking advantage of the north-facing aspect, forming the backbone of a vibrant and active boulevard. It is also envisaged that strong pedestrian links will be established between both sides of Doncaster Road and that the heritage buildings will be retained to reinforce heritage/arts character of the area.

## MANNINGHAM PLANNING SCHEME

**Precinct 3****Existing conditions**

This precinct is the interface zone between the Civic and Education Precinct 1 to the east and Doncaster Shoppingtown (Precinct 4) to the west. It falls away dramatically to the north maximising northern views and exposure. The Precinct presently comprises mainly low-density housing, with several rear lanes, and commercial development abutting Doncaster Road.

**Vision**

In light of its strategic location between Precincts 1 and 4, 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.

**Precinct 4****Existing conditions**

~~Westfield Doncaster Shoppingtown~~ is a major regional shopping centre centrally located within the Doncaster Hill Activity Centre. The site has significant frontages to the main roads and occupies the dominant corner of the main intersection. It commands panoramic views to the north and west. The precinct also contains residential and community uses along the northern boundary.

**Vision**

As the Principal retail and entertainment focus of the Doncaster Hill Activity Centre it is envisaged that Westfield ~~Shoppingtown-Doncaster~~ will be better integrated into Doncaster Hill Activity Centre and the surrounding community. Future developments ~~of at~~ Westfield ~~Shoppingtown-Doncaster~~ should be consistent with the vision of Doncaster Hill Activity Centre by incorporating activated street frontages and external spaces, a greater mix of uses, pedestrian accessibility, an accessible and prominent public transport interchange and improved engagement with the main intersection.

**Precinct 5****Existing conditions**

This precinct extends along the Williamsons Road ridgeline. It contains the only existing high-density housing development on the Hill and the Doncaster Hotel, the third largest single consolidated site within Doncaster Hill Activity Centre. The precinct features panoramic city skyline views to the west and direct access to open space and parkland along its southern boundary.

**Vision**

It is envisaged that high-density development continues along the Williamsons Road ridgeline, with strong links to Lawford Reserve, Shoppingtown and the public transport

## MANNINGHAM PLANNING SCHEME

interchange. Strategic view corridors are to be created from the west side of Williamsons Road (in the vicinity of the Shoppingtown Hotel site) towards the city skyline, including from public open space abutting Williamsons Road.

**Precinct 6****Existing conditions**

This precinct comprises the northwest area of Doncaster Road and Doncaster Hill Activity Centre. The precinct presently has a strong commercial/light industrial character, and older residential stock along Firth Street. It commands city views from the higher reaches at the east end.

**Vision**

It is envisaged that the mixed-use village character will continue on a smaller scale to that proposed for precincts further east and strong pedestrian links will be created to Lawford Reserve and to the south side of Doncaster Road. Commercial and mixed-uses will be located along Doncaster Road with medium-density residential uses located towards the rear of the precinct. Together with Precinct 7 it forms the major gateway entry to Doncaster Hill Activity Centre along Doncaster Road comprising of a consistent built edge and tree-planting with a gateway building located at west entry point.

**Precinct 7****Existing conditions**

This precinct comprises the south-west area of Doncaster Road and the Doncaster Hill Activity Centre, and is presently characterised by light industrial and commercial uses, including a number of restaurants at the west end and also including some residential land uses to the south. It commands city views from the higher reaches at the east end.

**Vision**

It is envisaged that a mixed-use village will be created on a smaller scale than that proposed for precincts further east. Together with Precinct 6, it forms a major gateway entry to the Doncaster Hill Activity Centre with consistent tapering of the built edge - to preserve the views of the city. It is envisaged that a gateway building be located at west entry point and that boulevard tree planting be located along the length of Doncaster boulevard. Commercial and mixed-uses will be located along Doncaster Road.

**Intersection of Doncaster, Williamsons and Tram Roads****Existing conditions**

This intersection comprises the major cross roads and physical centre of the Doncaster Hill Activity Centre with views to the city skyline and Box Hill. The intersection forms part of the major arterial road networks in the municipality, with access from the intersection to the Eastern Freeway, CBD and Box Hill Activity Centre. Doncaster Road is the municipality's main east-west arterial road and major bus route.

MANNINGHAM PLANNING SCHEME

**Vision**

The Strategy supports the provision of iconic artwork at the intersection which:

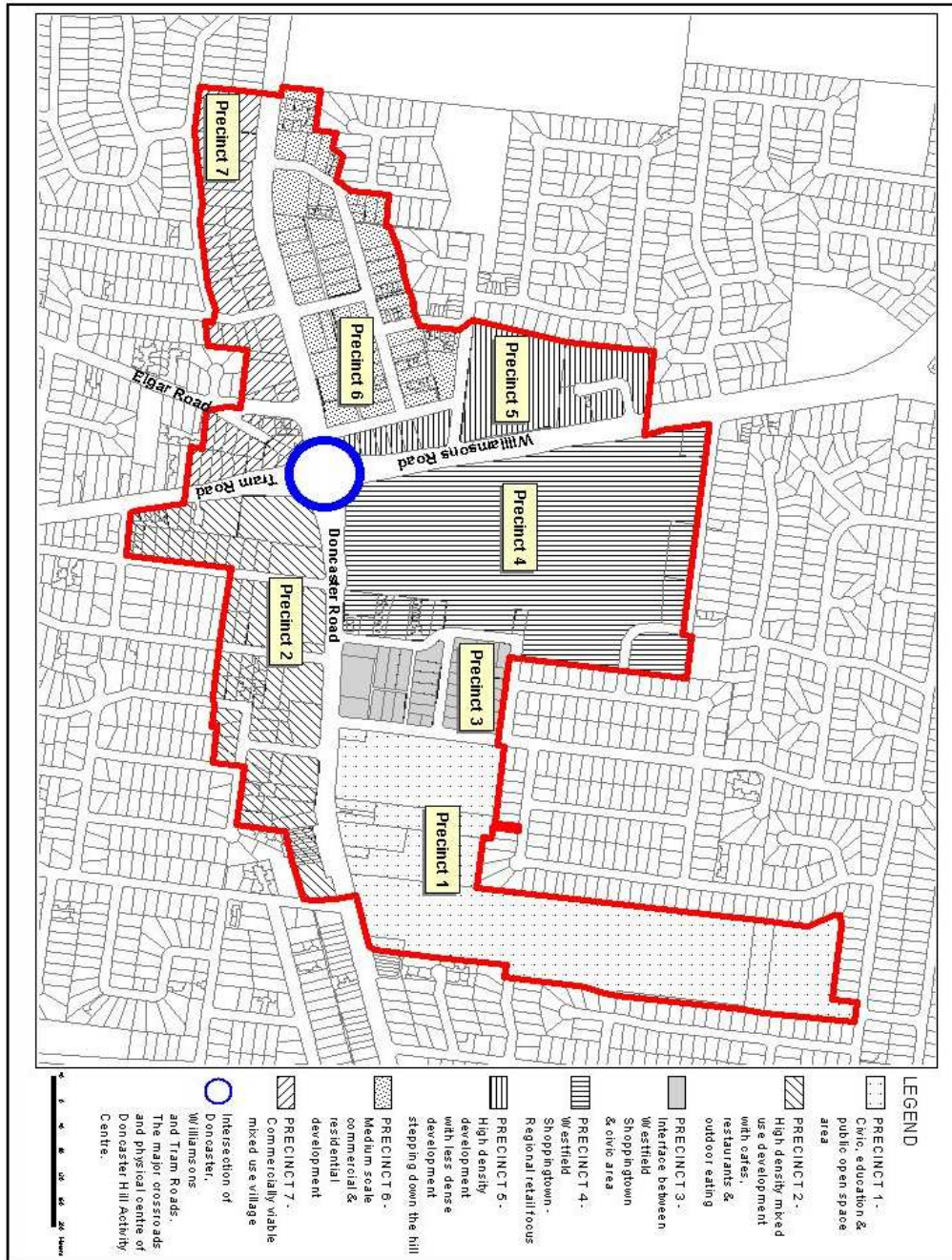
- defines its significance as the major cross roads and physical centre of the Doncaster Hill Activity Centre
- creates a focal point of iconic status for Doncaster Hill Activity Centre visible from all directions
- visually unifies the 4 corners of the intersection
- preserves the street level pedestrian focus and retains views along Doncaster Road.

It is envisaged that this intersection will have greatly increased pedestrian safety and amenity, connecting all precincts abutting the Doncaster Road, Williamsons and Tram Roads intersection.



MANNINGHAM PLANNING SCHEME

Map 2 - Location of Doncaster Hill Activity Centre Precincts





## MANNINGHAM PLANNING SCHEME

**Major Activity Centre (The Pines, Doncaster East)**

The Pines Activity Centre is identified as a Major Activity Centre in *Melbourne 2030*. The Pines Activity Centre is located on Blackburn, Reynolds and Andersons Creek Roads, Doncaster East and occupies an area of approximately 38 hectares and is approximately 19 kilometres north east of Melbourne. The Pines Activity Centre is on the urban fringe of the Melbourne Metropolitan area and situated approximately within one kilometre of Manningham's Green Wedge to the north and low density areas to the east. Although the trade area extends approximately eight kilometres east, the growth forecast for The Pines is limited by the relatively low density of the trade area, lack of passing traffic and the proximity of large regional shopping centres.

The Pines Activity Centre Structure Plan boundary has been applied to include sufficient land to provide for the needs of the local community until 2025 after which time The Pines Activity Centre Structure Plan will need to be reviewed. As a Major Activity Centre, mixed use development, higher density housing and a wider range of arts, community, cultural and entertainment facilities will be encouraged.

**Vision**

The Pines Activity Centre will continue to be a focus for the community and to provide for their retail, community, recreational and entertainment needs as well as providing for a diversity of residential options within its context of being on the fringe of the metropolitan area of Melbourne and its proximity to the Green Wedge.

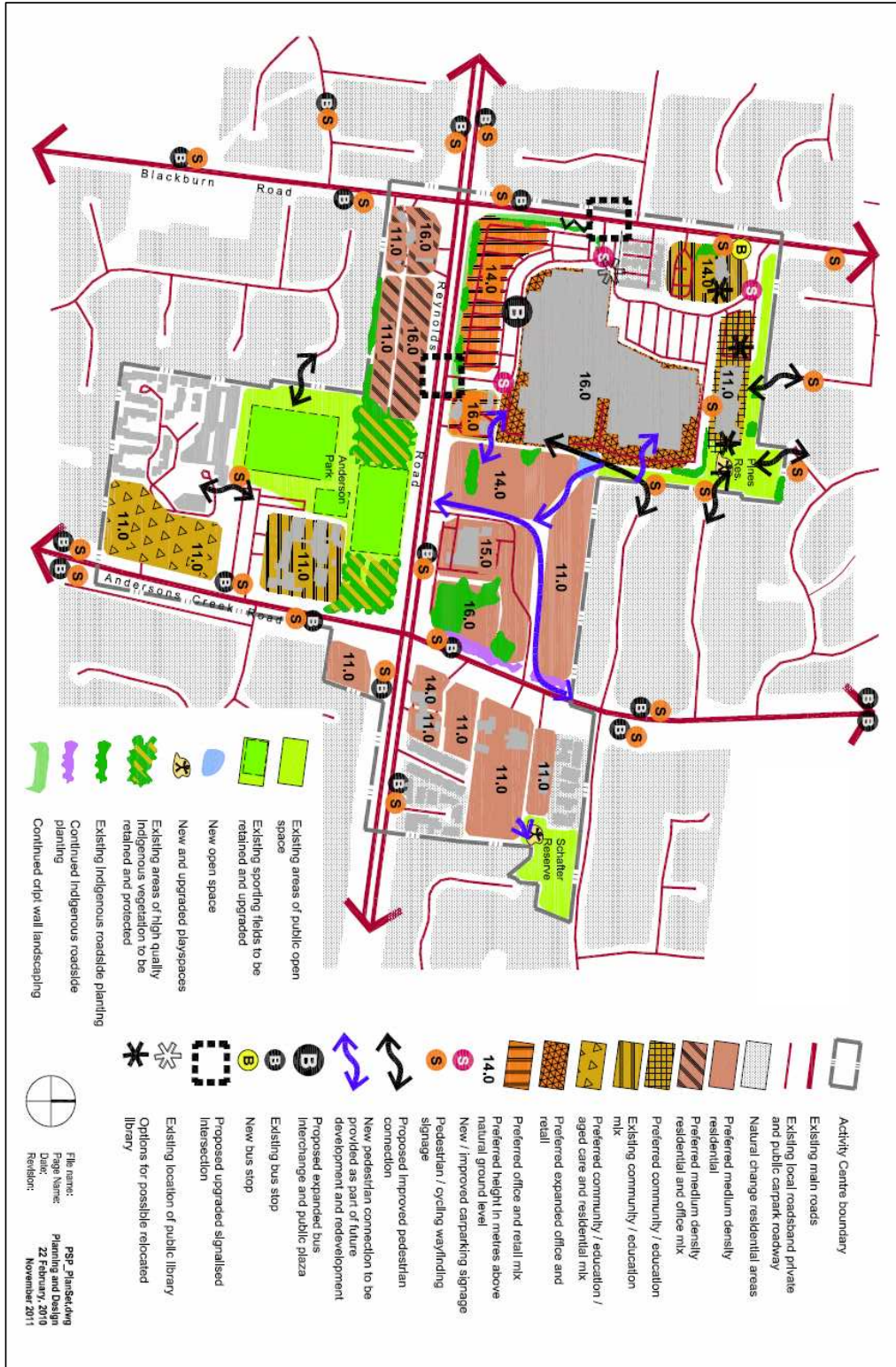
Key Strategic Objectives are:

- Support the development of The Pines Activity Centre which meets the social, recreational and retail needs of the population at the sub-regional level.
- Ensure that any future development in The Pines Activity Centre is in keeping with its location on the fringe of the urban area and its proximity to the Green Wedge.
- Encourage apartment style development within The Pines Activity Centre to maximise the use of the commercial and social facilities provided within and to provide alternative housing options for the locality.
- Encourage greater use of public transport to and from The Pines Activity Centre and advocate for more services and for these services to be provided more frequently.
- Enhance the public realm within The Pines Activity Centre by ensuring that the public spaces meet a range of community needs, are well linked together, are easily accessible, safe and visually pleasing.
- Maximise use of the area's natural strengths such as views to surrounding rural and bushland areas in keeping with the community interest.
- Support housing choices to meet changing demographic trends, especially an ageing population.
- Support a range of health, family and professional services relevant to the role of The Pines Activity Centre.
- Support a range of education and learning activities to meet the needs and aspirations of the local community.
- Provide for well defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established on main roads.

The key strategic directions for future land-use planning and development are guided by The Pines Activity Centre Structure Plan Framework Plan included as Map 3 to this Clause.

MANNINGHAM PLANNING SCHEME

Map 3 – The Pines Activity Centre Framework Plan



## MANNINGHAM PLANNING SCHEME

**Neighbourhood Activity Centres**

Manningham's Neighbourhood Activity Centres provide a limited mix of uses to meet local convenience needs. A key issue is to ensure that these centres remain viable and can evolve to meet the future needs of the community.

These centres will continue to be community hubs and meeting places for local residents, and opportunities for locating a range of social, community and recreational services within these centres will be encouraged. The activity centres located west of the Mullum Mullum Creek will be a focus for increased medium density development.

Development in the activity centres should improve functionality, accessibility, safety, social interaction, promote sustainability, and address scale and identity through site responsive design.

**Local Activity Centres**

Manningham has a number of Local Activity Centres throughout the municipality. These centres generally comprise only a small number of shops, which serve the convenience needs of immediate residents. These centres tend to experience high levels of vacancy for long periods of time and there is increasing pressure to allow different uses within these centres.

**Commercial areas**

A number of commercial areas exist outside out of Manningham's Activity Centres, in particular along main roads (e.g. Doncaster and Manningham Roads). Future development in existing commercial areas must incorporate the use of high quality urban and sustainable design that addresses and minimises the impact of the development on the existing streetscape and adjoining areas.

**21.09-2 Principal Activity Centre (Doncaster Hill)**

19/06/2014  
C105

**Key issues**

- The identification of Doncaster Hill as the civic hub for the municipality.
- The need for mixed use development with a focus on high density residential development in the Doncaster Hill Activity Centre.
- Pressure for commercial and retail development outside the Doncaster Hill Activity Centre.
- Incorporating ecologically sustainable development principles in every facet of design, demolition, construction and operation.
- Achieving innovative contemporary design and built form for all new development that is based on the best of current architectural design practice and sustainability principles.
- Infrastructure requirements in the Doncaster Hill Activity Centre.

**Objectives**

- To provide quality civic community services and facilities.
- To promote mixed use, high density residential development.
- To encourage the location of commercial and retail development within the Doncaster Hill Activity Centre.

## MANNINGHAM PLANNING SCHEME

- To recognise the key role that Westfield Doncaster plays as an anchor in the Doncaster Hill activity centre and as a major regional shopping centre.
- To maximise energy conservation and increase use of renewable energy resources.
- To achieve water sensitive urban design that offers a superior alternative to the traditional approach to water management.
- To minimise the environmental impacts of input and output materials as well as any material used in the external construction and development of buildings and works.
- To achieve healthy indoor environment quality.
- To achieve a reduction in waste generated by building occupants that is collected, hauled to and disposed of in landfills.
- To achieve building design which includes accessibility and reduces the need to modify or alter buildings, in response to future changing needs and uses.
- To maximise alternative modes of transport and minimise environmental impacts associated with car parks.
- To minimise environmental impacts associated with site construction practices.
- To achieve innovative contemporary design and built form for all new development that is based on the best of current architectural design practice and sustainability principles.
- To ensure that the future infrastructure requirements of the Doncaster Hill Activity Centre are met in a comprehensive timely and equitable manner.
- To ensure all costs are equitably apportioned between developers and the responsible authority, in the provision of all relevant infrastructure.
- To encourage active uses and pedestrian generating activities at street level.
- To improve pedestrian, bicycle and public transport access to and within Doncaster Hill.

### Strategies

Strategies to achieve these objectives include:

- Provide a range of social and community services to be located in the Doncaster Hill Activity Centre to meet the needs of the current and future residents and reinforce its role as Manningham's civic centre.
- Provide for high density residential development on individual sites in conjunction with a mix of other uses.
- Discourage the expansion of commercial and retail uses outside the Doncaster Hill Activity Centre.
- Encourage and facilitate the expansion of Westfield Doncaster in accordance with a Development Plan.
- Encourage and facilitate the establishment of a gateway / marker building at the south-east corner of Williamsons Road and Westfield Drive.
- Support visual and capacity improvements to the Williamsons Road bus interchange facility.
- 
- Address and incorporate ecologically sustainable design principles into developments at the earliest opportunity as an important design and development consideration, rather than be incorporated once concepts and plans are well advanced.
- Demonstrate the full potential of ecologically sustainable development by incorporating current best practice, using emerging design solutions and technologies and embracing a 'beyond compliance' approach to mandatory standards into proposals.

Formatted: Body Text

## MANNINGHAM PLANNING SCHEME

- Create an Activity Centre of a more human scale and character, which enhances the uniqueness and attractiveness of Doncaster Hill.
- Ensure that built form provides a range of building heights stepping with and emphasising the existing landform of the Doncaster Hill Activity Centre.
- Protect and enhance key views and vistas.
- Provide buildings, which are visually diverse and contribute to the public realm through the use of varied, high quality, durable and environmentally appropriate materials.
- Incorporate unique architectural and/or ecologically sustainable design features in identified design element areas so that they substantially contribute to overall building form and appearance.
- Apply appropriate building setbacks for new development, ensuring that building occupants and users of the Doncaster Hill Activity Centre have a high level of amenity in terms of ventilation, daylight access, outlook, view sharing, wind mitigation and privacy.
- Achieve the development of a strong boulevard character along Doncaster Road, Williamsons Road and Tram Road based on creating:
  - a strong sense of place and a safe and comfortable environment
  - active street frontages and mixed uses within buildings along Doncaster and Williamsons Roads (and part of Tram Road) as a focal point for appropriate uses and vibrant pedestrian generating activities including, café, leisure and other entertainment activities
  - a boulevard landscape treatment that comprises of high quality landscape treatment (including boulevard planting, canopy tree planting, screen planting, extensive tree plantings and theme plantings in appropriate locations) to be complemented by appropriate setbacks and built form.
- Apply gateway treatments to signal entry into and to enhance the special identity of the Activity Centre including the main intersection of Doncaster Road, Williamsons Road and Tram Road. Gateway treatments can include buildings showcasing unique contemporary architecture, artwork, lighting, distinctive tree planting and well-designed signage.
- Ensure that signage and displays are well designed and positioned to respect the amenity and safety of users, including the protection and enhancement of view lines and vistas and the boulevard character.
- Ensure that development incorporates high quality public and private open spaces that are useable, accessible, safe, well landscaped and provide opportunities for recreation and social interaction. These spaces should be well linked to major facilities for pedestrian networks to assist with permeability and pedestrianisation.
- Provide high quality pedestrian and bicycle linkages in both public and private areas, which improve the street level environment to create connections that are accessible, safe, interesting and pleasant.
- Provide high quality public art, which significantly contributes to the development of a contemporary and distinctive sense of place by creating an appropriate scale and location marker, defining image and reflecting the character for individual precincts.
- Provide appropriate infrastructure to meet the needs of the Doncaster Hill community, in accordance with the *Doncaster Hill Development Contributions Plan*, Manningham City Council, February 2005.
- Implement the *Doncaster Hill Development Contributions Plan*, Manningham City Council, February 2005 by proportionately allocating identified development contributions, according to projected share of usage.
- Require an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Implement Integrated Transport Plans to ensure access to employment, services and housing choices.

## MANNINGHAM PLANNING SCHEME

**Implementation**

These strategies will be implemented by:

**Zones and overlays**

- Applying an Activity Centre Zone.
- Applying the Development Contributions Plan Overlay (DCPO1) for the purpose of levying contributions for the provision of works, services and facilities before development can commence.
- Applying the Public Acquisition Overlay (PAO1) and (PAO7) for the purpose of identifying land that Council proposes to acquire for open space or new road construction purposes.
- Applying ~~an Incorporated-Development~~ Plan Overlay.

**Policy and exercise of discretion**

- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Applying the Doncaster Hill Parking Precinct Plan (Doncaster Hill Parking Precinct Plan, GTA Consultants for Manningham City Council, 5 July 2004 Clause 52.06-6).
- Applying the Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 to require a 5% public open space contribution for subdivision in the Doncaster Hill Activity Centre (*Doncaster Hill Development Contributions Plan, SGS Economics & Planning, February 2005, Clause 52.01*).

**Further strategic work**

- Investigating the development of performance standards and the identification of 'beyond compliance' approaches for Sustainability Management Plans.
- Investigating the need for more detailed design guidelines for specific areas and elements.
- Applying the Development Contributions Plan to ensure that the future infrastructure requirements are met in a comprehensive, timely and equitable way.
- Applying appropriate car parking rates, supporting public transport use, creating highly permeable pedestrian networks and providing pedestrian and cyclist links to reduce dependency on private car use.
- Developing a Doncaster Hill Green List for High-Density Development detailing sustainable products, brands and suppliers.

**Other actions**

- Regularly review the Activity Centre Zone to ensure it is delivering appropriate land use and development outcomes.
- Requiring applications for new use and development of land to apply the objectives and requirements of the *Doncaster Hill Strategy* (October 2002).
- Requiring applications for new use and development to have regard to the *Manningham Residential Strategy* (2012).
- Promoting and distributing the Doncaster Hill Sustainability Guidelines (2004).
- Continuing to advocate the extension of light rail into Doncaster Hill.
- Considering the views of the Sustainable Design Taskforce on major applications.

## MANNINGHAM PLANNING SCHEME

- Implementing mechanisms for the collection, disbursement and management of the Development Contributions Plan fund.

**21.09-3 Major Activity Centre (The Pines, Doncaster East)**19/06/2014  
C105**Key issues**

- Long-term viability of The Pines Shopping Centre and limited trade catchment area.
- Providing a suitable range of community facilities and services, infrastructure and accommodation to meet the needs of the changing demographics, in particular, the ageing population.
- Limited land available to provide for additional commercial and residential development.
- Achieving innovative, contemporary built form based on best practice architectural design and sustainability principles.
- Development does not address the streetscape.
- Enhancing the public transport interchange function of The Pines Shopping Centre.
- The topography of The Pines Activity Centre presents challenges for creating pedestrian and bicycle friendly environments.
- High visibility of the Pines Activity Centre from the Green Wedge.
- Establishing an identity and sense of community and place that is unique to this area.
- Preservation of biosites and habitat on Andersons Park and along road reserves.

**Objectives**

- To encourage a mix of uses and activities within The Pines Activity Centre which meets the social, recreational and retail needs of the population at the sub-regional level.
- To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.
- To avoid the fragmentation of land through subdivision.
- To achieve innovative, contemporary design and built form for all new development that is based on the best of architectural design practice and incorporates ecologically sustainable design principles.
- To encourage active uses and pedestrian generating activities as part of any future development of The Pines Activity Centre which address the streetscape.
- To ensure that open space areas and community facilities are linked to surrounding residential areas and the Shopping Centre through pedestrian and cycling paths.
- To ensure that public spaces provide a high standard of amenity, convenience, accessibility and safety.
- To improve pedestrian, bicycle and public transport access to The Pines Shopping Centre and within the Activity Centre.
- To ensure that the public transport interchange remains highly accessible and is located in a visually prominent position to promote greater use of public transport.
- To ensure appropriate traffic management and adequate parking provisions.
- To maximise use of views to the surrounding rural and bushland areas.
- To provide landscaping to soften built form incorporating indigenous planting where possible.
- To encourage the development of a distinct theme and sense of place unique to The Pines Activity Centre through landscaping and urban design improvements.



## MANNINGHAM PLANNING SCHEME

**Strategies**

Strategies to achieve these objectives include:

- Identify opportunities for increased retail and office floor space to meet the future needs of the sub regional population.
- Ensure provision of a greater intensity and diversity of housing.
- Encourage the provision of a bedroom and bathroom on the lower levels of dwellings and encourage the provision of lifts in apartment buildings.
- Provide for a range of health, leisure, recreation, family education and learning and professional activities to meet the needs of the sub regional population and support the role of The Pines as a Major Activity Centre.
- Encourage the provision of an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Ensure that all non-residential uses are designed to protect both existing and future residential amenity from excessive noise and odour.
- Ensure that new residential developments are designed to protect occupants from external noise and not unduly prejudice the operation of surrounding non-residential uses.
- Develop community buildings which adhere to good urban design principles, energy efficiency and which attract a broad range of users.
- Design public spaces to provide a high standard of amenity, convenience, accessibility and safety.
- Require an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.
- Provide buildings which are visually diverse and contribute to the public realm through the use of varied, high quality, durable and environmentally appropriate materials.
- Provide pedestrian/bicycle links through The Pines Activity Centre, surrounding areas and open space links.
- Ensure that new commercial uses and development facilitates public transport use, pedestrian flows and bicycle use.
- Require a traffic impact assessment, where appropriate, to be prepared for development which assesses any impacts along Blackburn, Reynolds and Anderson Creek Road, including any mitigation works such as signalisation or other traffic treatments.
- Provide car parks, preferably at basement level, loading facilities and internal roads to service any future commercial or apartment style development.
- Implement Integrated Transport Plans to ensure access to employment, services and housing choices.
- Protect and enhance key views and vistas.
- Minimise massing and bulk of buildings along the ridgeline.
- Encourage built form (including provision of restaurants or public spaces) within The Pines Shopping Centre that capitalises on key views and vistas including views to the Dandenongs and the Kinglake Ranges
- Plant and maintain native vegetation buffers between Council reserves and the residential areas.
- Protect, enhance and maintain the remnant indigenous vegetation in Andersons Park to promote the park's natural conservation areas and informal recreational values.
- Develop a landscaped theme based on the planting of Eucalyptus polyantheromos (Red Box) trees, complemented by indigenous vegetation.



## MANNINGHAM PLANNING SCHEME

**Implementation**

These strategies will be implemented by:

**Zones and overlays**

- Applying the Commercial 1 Zone.
- Applying the Public Use Zone 6.
- Applying the Residential Growth Zone.
- Applying the Public Park and Resource Zone
- Applying a Design and Development Overlay.

**Policy and exercise of discretion**

- Implementing the Manningham Residential Strategy (2012).
- Implementing The Pines Activity Centre Structure Plan (2011).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).

**Further strategic work**

- Preparing a Manningham Development Contributions Plan focusing on key development areas to ensure adequate provision of infrastructure.
- Investigating opportunities for improved accessibility and connectivity within The Pines Activity Centre.

**Other actions**

- Investigating opportunities to improve sustainable business practices at The Pines.
- Continuing to advocate for improvements to access, frequency and hours of operation of public transport to The Pines.
- Considering the views of the Sustainable Design Taskforce on major applications.
- Development of a pedestrian/bicycle plan which includes a focus on the bus interchange.

**21.09.4 Neighbourhood Activity Centres**

25/06/2017  
C105

**Key issues**

- The long-term viability of Neighbourhood Activity Centres and the impact of the [Westfield](#) Doncaster ~~Shoppingtown~~ and The Pines expansions.
- Pressure for commercial and retail development outside Neighbourhood Activity Centres.
- The appearance of buildings, car parking and signage.
- Impact of Neighbourhood Activity Centres on adjoining residential areas.
- Lack of suitable community facilities, social services, public spaces and infrastructure to meet future needs.
- Provision of appropriate car parking and traffic management arrangements.

## MANNINGHAM PLANNING SCHEME

**Objectives**

- To maintain the role of Neighbourhood Activity Centres to meet local convenience needs.
- To achieve active street frontages in Neighbourhood Activity Centres.
- To discourage the location of new commercial and retail development outside Neighbourhood Activity Centres.
- To minimise the negative impact of Neighbourhood Activity Centres on the amenity of adjoining residential areas.
- To achieve high quality urban design which promotes a sense of place, community identity, social interaction and a safe environment.
- To provide landscaping to soften built form.
- To achieve building design which includes accessibility and reduces the need to modify or alter buildings, in response to future changing needs and uses.
- To ensure that public spaces provide a high standard of amenity, convenience, accessibility and safety.
- To provide quality community services and facilities in proximity to and within Neighbourhood Activity Centres.
- To ensure that adequate infrastructure is provided as part of any development.
- To improve pedestrian, bicycle and public transport access to Neighbourhood Activity Centres.
- To achieve effective and safe pedestrian movement within Neighbourhood Activity Centres.
- To ensure appropriate traffic management and adequate parking provision.
- To ensure that development provides the highest level of access for all people.

**Strategies**

Strategies to achieve these objectives include:

- Encourage a mix of uses including residential development to ensure the long-term viability and competitiveness of the activity centres.
- Require the location of new commercial and retail uses to be within activity centres.
- Upgrade the appearance of Neighbourhood Activity Centres through the implementation of Urban Design Masterplans.
- Ensure that land use and development within Neighbourhood Activity Centres minimises the impact on residential amenity.
- Encourage high quality and contemporary built form.
- Encourage car parking areas at the rear, side or underneath buildings in a way that responds to landform and surrounding development.
- Encourage the use of landscaping to soften the visual appearance of development.
- Encourage signs which complement the character and amenity of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.
- Encourage the establishment of community based facilities in or adjacent to activity centres to encourage social interaction and to service resident needs.
- Design public spaces to provide a high standard of amenity, convenience, accessibility and safety.

## MANNINGHAM PLANNING SCHEME

- Require an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Require a traffic and car parking assessment to be prepared for development, where appropriate.
- Maximise opportunities for car parking including consolidation of land (e.g. at the rear of shops).

**Implementation**

These strategies will be implemented by:

**Zones and overlays**

- Applying the Commercial 1 Zone to the Neighbourhood Activity Centres.

**Policy and exercise of discretion**

- Implementing the Manningham Activity Centre Strategy (2005).
- Implementing the Manningham Residential Strategy (2012).
- Implementing any existing structure plans.
- Using Local Policy to improve the functionality of commercial developments, including the location and design of car parking areas (*Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09*).
- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Implementing the Jackson Court Parking Precinct Plan (Jackson Court Shopping Centre Parking Precinct Plan, Arup and Manningham City Council, June 2000 Clause 52.06-6).

**Further strategic work**

- Implementing the Manningham Activity Centres Strategy (2005).
- Preparing guidelines for sustainable business practices to encourage activity centres to operate in a more environmentally responsive manner.

**Other actions**

- Considering the views of the Sustainable Design Taskforce on major applications.
- Developing, implementing and reviewing Urban Design Masterplans for each activity centre to provide landscape and urban design measures to increase public safety, comfort, functionality and achieve a high standard environment.
- Preparing a Manningham Development Contributions Plan focusing on key development areas to ensure adequate provision of infrastructure.
- Preparing Special Rates and Charges Schemes to enhance Neighbourhood Activity Centres in accordance with the *Manningham Activity Centre Strategy (2005)*.

## MANNINGHAM PLANNING SCHEME

**21.09-5 Local Activity Centres**19/06/2014  
C105**Key issues**

- Long-term viability of Local Activity Centres.
- Vacancy rates within Local Activity Centres.
- Redevelopment of these centres for a mix of uses.
- The appearance of buildings and signage.
- Provision of appropriate car parking and traffic management arrangements.
- Impact of Local Activity Centres on adjoining residential areas.

**Objectives**

- To ensure that Local Activity Centres make a positive visual contribution to the local neighbourhood.
- To minimise the negative impact of Local Activity Centres on the amenity of adjoining residential areas.
- To ensure the adequate provision of car parking within Local Activity Centres.

**Strategies**

Strategies to achieve these objectives include:

- Encourage high quality built form that complements and responds to surrounding developments.
- Improve pedestrian, bicycle and public transport access to Local Activity Centres.
- Achieve effective and safe pedestrian movement within Local Activity Centres.
- Require adequate provision of car parking for new development and uses.
- Encourage signs which complement the character and amenity of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.
- Ensure new use and development within Local Activity Centres minimises the impact on residential amenity.

**Implementation**

These strategies will be implemented by:

**Zones and overlays**

- Applying the Commercial 1 Zone.

**Policy and exercise of discretion**

- Using Local Policy to improve the functionality of commercial developments, including the location and design of car parking areas (*Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09*).

## MANNINGHAM PLANNING SCHEME

- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).

**Further strategic work**

- Investigating the future role of Local Activity Centres to determine appropriate uses and vision for each centre.

**Other actions**

- Considering the views of the Sustainable Design Taskforce on major applications.

**21.09-6 Commercial areas**

19/06/2014  
C105

**Key issues**

- Pressure to locate commercial development outside of activity centres and existing commercial areas.
- Pressure to rezone residentially zoned land adjacent to existing commercial areas, particularly along Doncaster Road.
- Impact on the amenity of adjoining uses.
- The design and appearance of new commercial development.

**Objectives**

- To contain commercial development within existing commercial areas or activity centres.
- To minimise the impact of commercial development on the amenity of other adjoining uses.
- To achieve development with a high standard of amenity, functionality and safety.
- To ensure that the range of uses within mixed use developments are compatible.
- To achieve high quality urban design that makes a positive visual contribution to existing commercial areas.
- To reduce the visual impacts of car parking and driveway areas.
- To provide landscaping to soften built form.

**Strategies**

Strategies to achieve these objectives include:

- Require proposals for commercial floorspace to be located within existing commercial areas.
- Ensure that commercial development minimises the impact on residential amenity.
- Require commercial developments to provide a high standard of amenity, convenience, accessibility and safety.
- Ensure high standards of urban design that enhances the appearance of existing commercial areas and activity centres and complements surrounding developments.

## MANNINGHAM PLANNING SCHEME

- Require multi-level development to include stepped heights, articulation, and sufficient setbacks to avoid detrimental impacts to the area's character and amenity.
- Encourage car parking areas at the rear, side or underneath buildings in a way that responds to landform and surrounding development.
- Encourage the use of sustainable landscaping to soften the visual appearance of development.
- Encourage signs which complement the character of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.

**Implementation**

These strategies will be implemented by:

**Zones and overlays**

- Applying the Commercial 1 Zone.
- Applying the Mixed Use Zone.
- Applying a Design and Development Overlay.

**Policy and exercise of discretion**

- Using Local Policy to improve the functionality of commercial developments (Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09).
- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).

**Further strategic work**

- Investigating the appropriateness of the Mixed Use Zone within existing commercial areas.

**Other actions**

- Considering the views of the Sustainable Design Taskforce on major applications.
- Encouraging collaborative design processes with key stakeholders for significant proposals.

**21.09-7 Reference documents**

19/06/2014

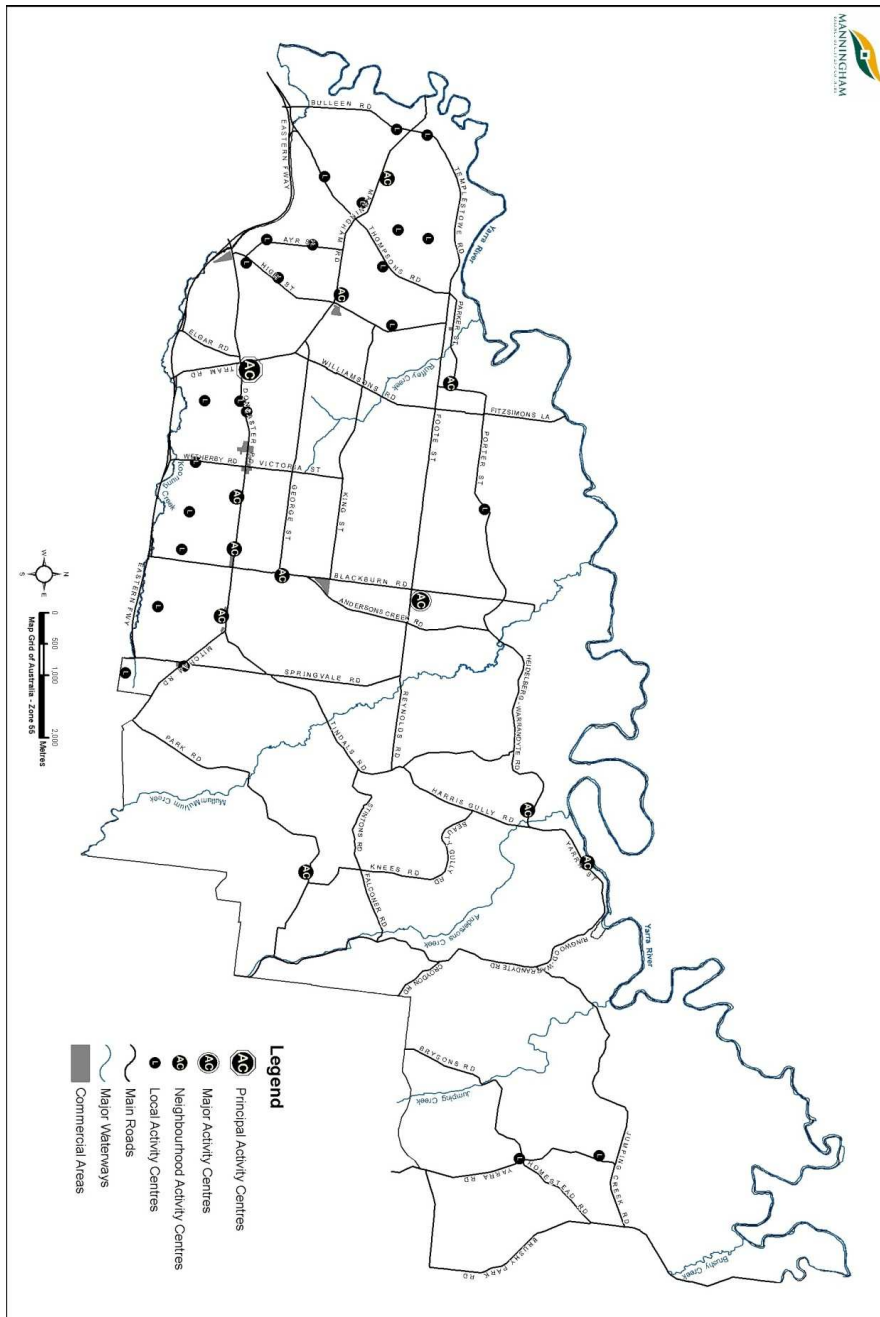
C105

- Manningham City Council (2002) *Doncaster Hill Strategy*, Manningham City Council, Doncaster.
- Manningham City Council (2012) *Manningham Residential Strategy*, Manningham City Council, Doncaster.
- Manningham City Council (2004) *Doncaster Hill Sustainability Guidelines*, Manningham City Council, Doncaster.
- Manningham City Council (2011) *The Pines Activity Centre Structure Plan*, Manningham City Council, Doncaster.
- Manningham City Council (2005) *Manningham Activity Centre Strategy*, Manningham City Council, Doncaster.

MANNINGHAM PLANNING SCHEME

- Manningham City Council (1996) *Manningham Centre Structure Plan*, Manningham City Council, Doncaster.
- Manningham City Council (2003) *Manningham City Council 2003-2006 Economic Development Strategy*, Manningham City Council, Doncaster.

Activity Centres and Commercial Areas Framework Plan 5



MANNINGHAM PLANNING SCHEME

05/06/2014  
GC6

**SCHEDULE 1 TO THE ACTIVITY CENTRE ZONE**

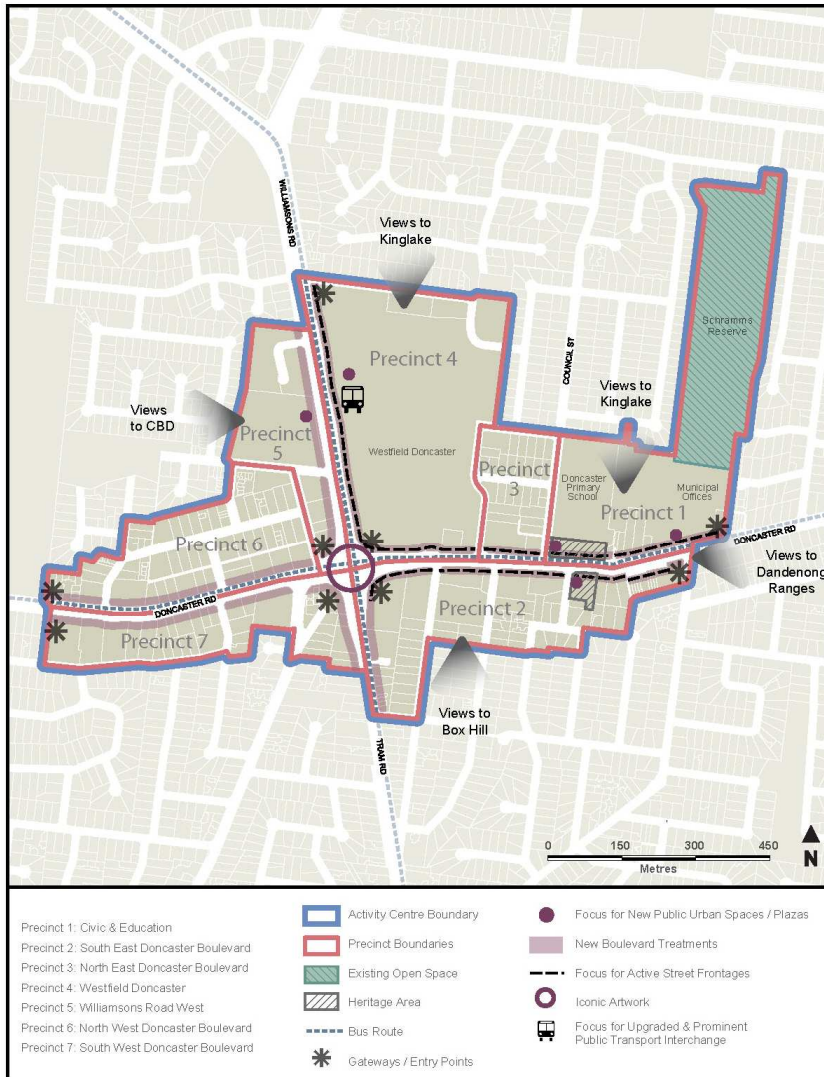
Shown on the planning scheme map as **ACZ1**.

**DONCASTER HILL PRINCIPAL ACTIVITY CENTRE**

**1.0**

03/06/2010  
C87

**Doncaster Hill Framework Plan**



**2.0**

17/09/2009  
VC59

**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.



## MANNINGHAM PLANNING SCHEME

- 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 recognise that, central to the activity centre, the site is a major regional shopping centre.
- 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.

## MANNINGHAM PLANNING SCHEME

- 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.

**Land configuration and ownership**

- To encourage the reconfiguration and consolidation of land where necessary to create viable development sites and optimal development of the centre.
- To avoid the fragmentation of land through subdivision that does not achieve the outcomes of the Development Framework.

**3.0**05/06/2014  
GC6**Table of uses****Section 1 - Permit not required**

Use	Condition
<b>Accommodation (other than Camping and caravan park, Caretaker's house, Corrective institution and Dwelling)</b>	Must not be located at ground floor level, except for entry foyers. Must be in conjunction with one or more other uses in section 1 or 2.
<b>Caretaker's house</b>	
<b>Dry cleaner</b>	Must be in Precincts 4 or 2A.
<b>Dwelling</b>	
<b>Education centre</b>	Must be in Precinct 1.
<b>Food and drink premises (other than Hotel and Tavern)</b>	Must be in Precincts 4 or 2A. Must be in conjunction with one or more other uses in section 1 or 2. Must be located at ground floor level, but is

## MANNINGHAM PLANNING SCHEME

Use	Condition
	not limited to ground floor level.
<b>Home occupation</b>	
<b>Leisure and recreation (other than Open sports ground, Restricted recreation facility, Major sports and recreation facility and Motor racing track)</b>	
<b>Laundromat</b>	Must be located in Precincts 4 or 2A.
<b>Market</b>	Must be located in Precinct 1.
<b>Minor utility installation</b>	
<b>Office</b>	<p>Must not be in Precincts 2E-G, 3A or 6D-E.</p> <p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Any frontage at ground floor level must not exceed 2 metres, unless the office is a bank, real estate agency, travel agency, or any other office where the floor space adjoining the frontage is a customer service area accessible to the public.</p> <p>Within Precinct 3 on land bounded by Doncaster Road, Tower Street, Berkeley Street and Council Street, must have a floor area of at least 1,500 square metres.</p>
<b>Open sports ground</b>	Must be located in Precinct 1.
<b>Postal agency</b>	
<b>Railway</b>	
<b>Restricted recreation facility</b>	Must be located in Precinct 1.
<b>Shop (other than Adult sex book shop)</b>	Must be located in Precincts 4 or 2A.
<b>Tramway</b>	
<b>Any use listed in Clause 62.01</b>	Must meet requirements of Clause 62.01.

**Section 2 - Permit required**

Use	Condition
<b>Adult sex bookshop</b>	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
<b>Commercial display area</b>	
<b>Food and drink premises (other than Hotel and Tavern) – if the Section 1 condition is not met</b>	<p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Must be located at ground floor level, but is not limited to ground floor level.</p>
<b>Hotel</b>	Must be in conjunction with one or more other uses in section 1 or 2.
<b>Office – if the Section 1 condition is not met</b>	<p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Within Precinct 3 on land bounded by Doncaster Road, Tower Street, Berkeley Street and Council Street, must have a floor area of at least 1,500 square metres.</p>

## MANNINGHAM PLANNING SCHEME

Use	Condition
Place of assembly (other than Carnival, Circus and Drive-In theatre)	Must be in conjunction with one or more other uses in section 1 or 2.
Research centre	
Research and development centre	
Restricted recreation facility	
Retail premises (other than food and drink premises, market, primary produce sales, postal agency and shop)	Must be in conjunction with one or more other uses in section 1 or 2. Must be located at ground floor level, but is not limited to ground floor level.
Service industry (other than Dry cleaner and Laundromat)	
Shop (other than Adult sex book shop) – if the Section 1 condition is not met	Except in Precincts 4 or 2A must be in conjunction with one or more other uses in section 1 or 2. Except in Precincts 4 or 2A must be located at ground floor level, but is not limited to ground floor level.
Tavern	Must be in conjunction with one or more other uses in section 1 or 2.
Transport terminal (other than Airport, Road freight terminal and Wharf)	
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

## Section 3 - Prohibited

Use
Agriculture (other than Apiculture)
Airport
Brothel
Camping and caravan park
Cemetery
Corrective institution
Drive-in theatre
Freeway service centre
Industry (other than Service industry and Research and development centre)
Major sports and recreation facility
Motor racing track
Primary produce sales
Road freight terminal
Saleyard
Timber production
Warehouse (other than a Commercial display area)
Winery
Wharf

## MANNINGHAM PLANNING SCHEME

**4.0 Centre-wide provisions**

03/06/2010

~~C87~~03/06/2010  
C87**Use of land**

A permit is not required to use land located in Precinct 1 for the purpose of Local Government or Education providing the use is carried out by, or on behalf of, the public land manager.

**4.2 Subdivision**

03/06/2010

C87

Applications for subdivision of existing sites that are not associated with a development proposal that supports the objectives promoted by this Scheme for the Doncaster Hill Principal Activity Centre are discouraged.

Consolidation of land to facilitate the creation of viable development sites is encouraged.

**4.3 Buildings and works**

03/06/2010

C87

**Dwellings**

No permit is required to:

- Construct or extend one dwelling on a lot of more than 500 square metres. This exemption does not apply to:
  - Construction of a dwelling if there is at least one dwelling existing on the lot.
  - Extension of a dwelling if there are two or more dwellings on the lot.
  - Construction or extension of a dwelling if it is on common property.
  - Construction or extension of a front fence within 3 metres of a street if the fence is associated with 2 or more dwellings on a lot or a residential building, and the fence exceeds the maximum height specified in Clause 55.06-2.
  - The development of a Caretaker's house or a Bed and breakfast.
- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Construct one dependent person's unit on a lot.

**4.4 Design and development**

03/06/2010

C87

**Dwellings**

On a lot of less than 500 square metres, a development must meet the requirements of Clause 54 if it proposes to:

- Construct or extend one dwelling; or
- Construct or extend a front fence within 3 metres of a street if the fence is associated with one dwelling.

A development must meet the requirements of Clause 55 if it proposes to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.

## MANNINGHAM PLANNING SCHEME

- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.
- Construct or extend a front fence within 3 metres of a street if:
  - The fence is associated with 2 or more dwellings on a lot or a residential building, and
  - The fence exceeds the maximum height specified in Clause 55.06-2.

This does not apply to a development of four or more storeys, excluding a basement.

### Building height

New development must not exceed the Maximum Building Heights and Design Element Heights specified in the precinct provisions at Clause 5 of this Schedule.

A permit cannot be granted to vary the Maximum Building Heights or Design Element Heights specified in the precinct provisions at Clause 5 of this Schedule.

For the purposes of this Schedule, the Maximum Building Height and Design Element Height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided the following criteria are met:

- No more than 50% of the roof area is occupied by the equipment;
- The equipment is located in a position on the roof so as to minimise additional overshadowing of neighbouring properties and public spaces;
- The equipment does not extend higher than 3.6 metres above the Maximum Building Height as specified in the precinct provisions at Clause 5 of this Schedule; and
- The equipment is designed and screened to the satisfaction of the responsible authority.

For the purposes of this Schedule, a Design Element is a unique architectural or design feature that substantially contributes to the overall building form and appearance. Design Element Areas are identified for each precinct in the Precinct Provisions at Clause 5 of this Schedule.

Design Elements should:

- Substantially contribute to the overall built form and appearance by forming part of a distinctive architectural or ecologically sustainable design feature;
- Be based on contemporary architectural and innovative urban design techniques that incorporate ecologically sustainable design principles;
- Be located where built form will have the greatest impact and be able to make an architectural statement, including the highest areas on ridgelines, the area surrounding the intersection of Doncaster and Williamsons Road, and the entry points/gateways into Doncaster Hill Principal Activity Centre;
- Not occupy greater than 15% of the overall roof area of the building.
- Not substantially increase the visual mass of the building; and
- Not cast additional overshadowing upon adjacent and nearby properties and public spaces at 12 noon on 22 June.

### Building setbacks

A permit cannot be granted to vary the front setbacks, including the front podium and front tower setbacks, specified in the precinct provisions at Clause 5 of this Schedule for those properties abutting Doncaster Road, Williamsons Road or Tram Road.

A permit may be granted to vary the minimum side and rear setbacks specified in the precinct provisions at Clause 5 of this Schedule.

## MANNINGHAM PLANNING SCHEME

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 provided they are designed and located to the satisfaction of the responsible authority.

**Overshadowing**

Development on the north side of Doncaster Road must not cast a shadow further than 1.2 metres south of the back of the kerb on the south side of Doncaster Road between 11:30am and 1:30pm on 22 June.

Development should be designed to avoid casting shadows on adjacent properties (including public open space areas) outside the activity centre between 11:00am and 2:00pm on 22 September.

**Boulevard character**

Development along Doncaster Road, Williamsons Road and Tram Road, except for land in Precinct 4A (Westfield Doncaster), must provide:

- A podium of at least 12 metres along street frontages.
- A uniform 5 metre setback to a podium from the site frontage.
- A 3.6 metre wide paved promenade across the site frontage, replacing the existing footpath, to the satisfaction of the responsible authority.
- Two staggered avenues of large deciduous trees (minimum 3.5 metres height at time of planting) at 12 metre spacings, and the inside row being positioned at 3.5 metre offset from the building edge, with species being to the satisfaction of the responsible authority.
- A tree grille at each tree, to be bordered by a pavement header strip to the satisfaction of the responsible authority.
- A mix of hard and soft landscape treatments within the street frontage setback area located between the new paved promenade and the front wall of the building. Hard landscape treatments may include paving, street furniture and screens etc., which complement the boulevard landscape treatment. Soft landscape treatments may include grassed areas and planting that complements the boulevard landscape treatment to the satisfaction of the responsible authority.
- Artwork in a suitable location within the street frontage area, unless an artwork contribution has been made in some other form to the satisfaction of the responsible authority.
- For land in Precinct 4A (Westfield Doncaster), the boulevard character treatments will be detailed in a Development Plan prepared and approved pursuant to Schedule 4 of the Development Plan Overlay.

**Formatted:** Indent: Left: 2 cm,  
Hanging: 0.5 cm

**Formatted:** Indent: Left: 2 cm,  
Hanging: 0.5 cm, No bullets or  
numbering

**Advertising signs**

Signs requiring a permit under Clause 52.05 must not be located within the 5 metre setback from the street frontage along Doncaster Road, Williamsons Road and Tram Road, except for the land in Precinct 4A (Westfield Doncaster). For land in Precinct 4A (Westfield Doncaster), guidance for the location and display of advertising signs will be detailed in a Development Plan prepared and approved pursuant to Schedule 4 of the Development Plan Overlay.

**Landscape design**

Landscape design must:

- Incorporate screen planting and landscape buffers of 1.5 metre minimum width as an interface to adjoining sites;

## MANNINGHAM PLANNING SCHEME

- Provide canopy trees and native indigenous plantings;
- Provide landscape treatments to the tops of podiums to provide visual interest and to soften the built form environment; and
- Create private and public open space areas that are accessible, safe, attractive and functional for all users.

### **Access and mobility**

New development must:

- Comply with the Australian Standard AS1428 Part 2 provisions for access and mobility;
- Provide a high level of accessibility at the principal front entry for any residential development; and
- Provide for side or rear access to parking areas on sites along Doncaster Road, where appropriate.



MANNINGHAM PLANNING SCHEME

5.0 Precinct provisions

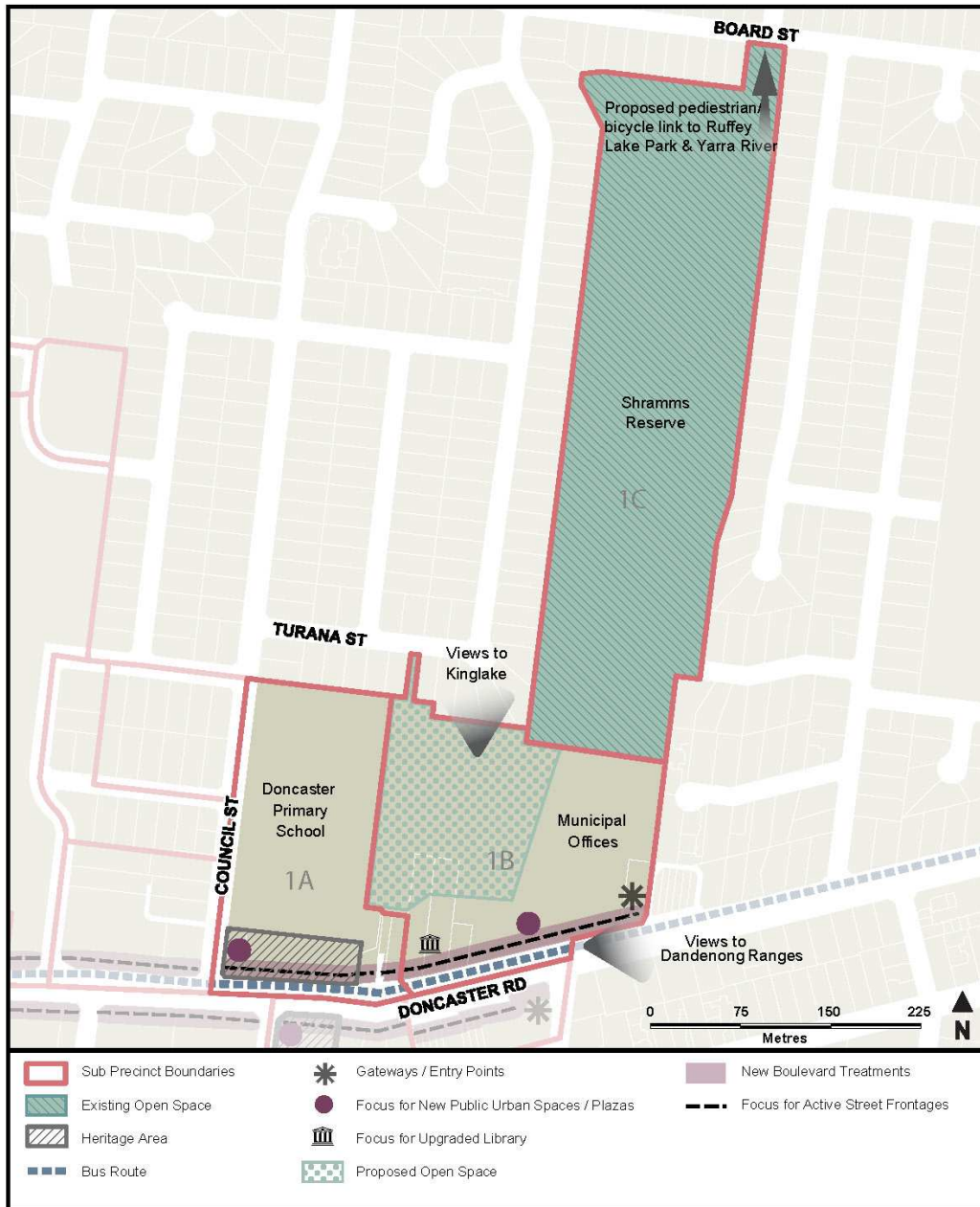
03/06/2010  
C87

5.1 Precinct 1: Civic and Education

03/06/2010  
C87

5.1-1 Precinct map

03/06/2010  
C87



## MANNINGHAM PLANNING SCHEME

**5.1-2 Precinct objectives**17/09/2009  
VC59

- To develop Precinct 1 as a consolidated focus for civic, community, education and recreation facilities and associated activities.
- To create an enhanced historic and arts enclave focusing on the old shire offices and school building as integral features of the precinct, and develop a link with the heritage elements in Precinct 2.
- To consider mixed use commercial and residential opportunities within the precinct.
- To create a major public open space comprising an attractive green spine and outdoor events space, with extensive canopy tree planting.
- To create well designed urban spaces/plazas interfacing with the major civic open space, community, civic and education facilities and Doncaster Road, as part of future development proposals.
- To create an attractive green spine as an 'outdoor events space' which is visible from Doncaster Road, and with strong pedestrian links to key buildings and new facilities within the precinct.
- To create a landmark gateway building at the eastern end of the precinct.

**5.1-3 Precinct requirements**03/06/2010  
C87

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
1A	None specified	None specified	5m from front boundary 4.5m from side boundaries 8m from rear boundaries
1B	29m	3.8m above maximum height	5m from front boundary 4.5m from side boundaries 8m from rear boundaries
1C	None specified	None specified	None specified

**5.1-4 Precinct guidelines**17/09/2009  
VC59

- Buildings should be innovative and contemporary and respond to the character of the existing municipal offices building and to the unique topography of the site.
- Recreation/open space setting should be preserved.
- Any new development should be sympathetic to the scale of the surrounding residential neighbourhood.
- Building facades and public spaces should reflect the precinct's functions.
- Pedestrian linkages should be created with the retail precincts / active street frontages of both Westfield Doncaster and Doncaster Road.
- Significant vistas to the northern ranges from Doncaster Road (in the vicinity of the Municipal Offices) and from Schramms Reserve should be retained.
- New boulevard treatments should allow for access to key views and be designed to highlight the entrance to community spaces and facilities provided.
- Extensively plant native and indigenous vegetation throughout the precinct.

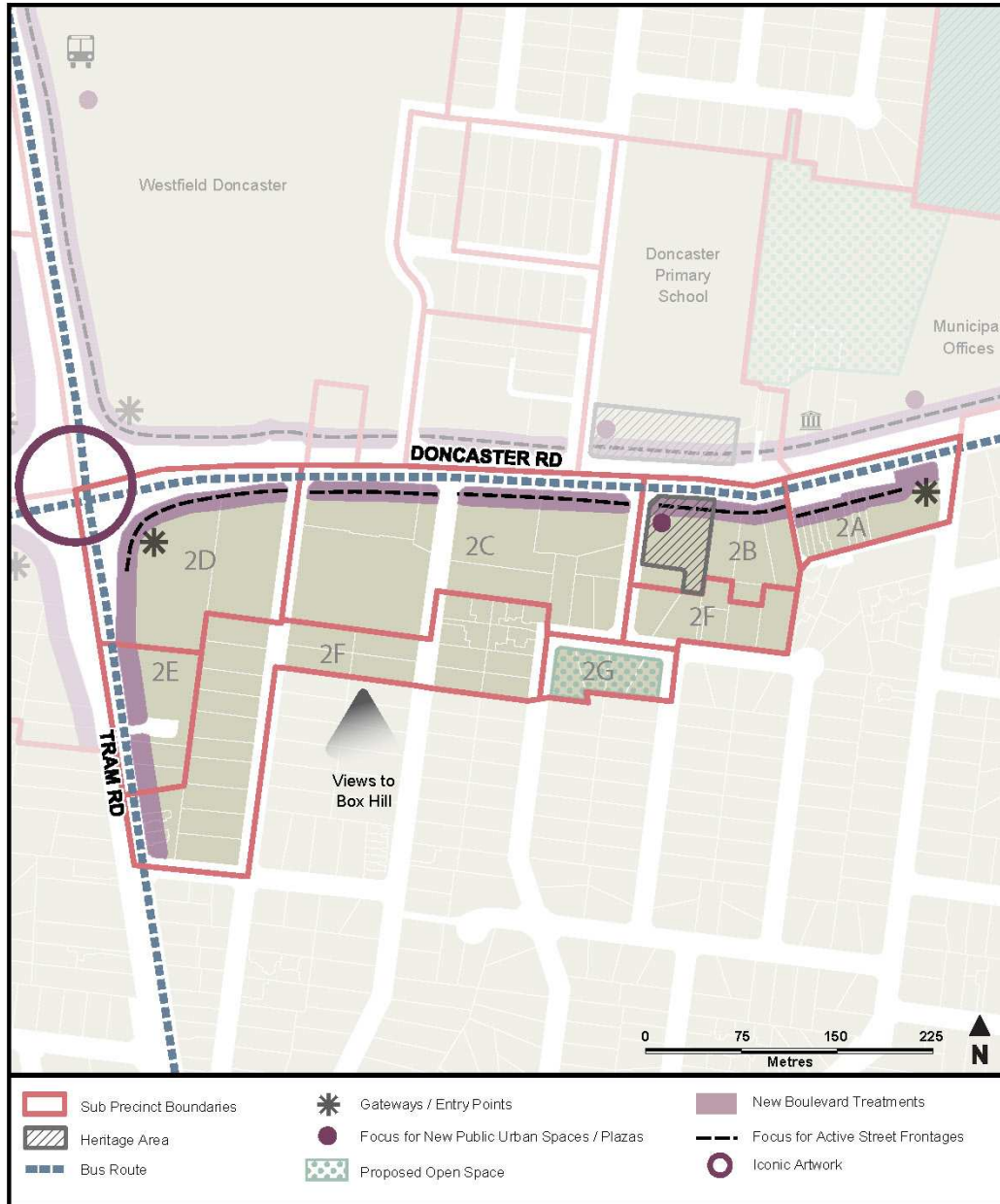
MANNINGHAM PLANNING SCHEME

5.2 Precinct 2: South East Doncaster Boulevard

03/06/2010  
C87

5.2-1 Precinct map

03/06/2010  
C87



## MANNINGHAM PLANNING SCHEME

**5.2-2**17/09/2009  
VC59**Precinct objectives**

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To encourage the greatest area of high-density development to locate along the Doncaster Road ridgeline.
- To encourage the provision of cafes, restaurants and outdoor eating within the precinct.
- To retain and enhance the historic elements within the precinct and develop a link with the historic and arts enclave in Precinct 1.
- To support and connect with the pedestrian link proposed for the Doncaster Road, Williamsons and Tram Roads intersection at the western end of the precinct.
- To create a landmark gateway building at the eastern and western ends of the precinct.
- To create a public urban space/plaza with good solar access abutting the south side of Doncaster Road, with convenient access to the north side.
- To develop an area of open space as a passive green park, with urban play opportunities, and located in an area convenient to the precinct with well defined pedestrian links.

**5.2-3**03/06/2010  
C87**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
2A	21.5m	4.3m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2B	29m	5.8m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2C	40m	8.0m above maximum height	5m to front podium edge from front boundary 11m to front tower edge from front boundary 4.5m from the side boundaries 5m from rear boundary
2D	36m	7.2m above maximum height	5m to front podium boundary 13m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2E	21.5m	None specified	5m to front podium edge from front boundary 9m to front tower edge from front boundary

## MANNINGHAM PLANNING SCHEME

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
			4.5m from side boundaries 5m from rear boundary
2F	14.5m	None specified	5m from front boundary 4.5m from side boundaries 4.5m from rear boundary
2G	11m	None specified	3m from front boundary 4.1m from side boundaries 4.5m from rear boundary

**5.2-4**17/09/2009  
VC59**Precinct guidelines**

- Development should recognise heritage elements within the precinct.
- Built form should achieve a general stepping of the building in a southerly direction from the ridgeline, down Tram Road, and towards the residential area to the east.

MANNINGHAM PLANNING SCHEME

5.3 Precinct 3: North East Doncaster Boulevard

03/06/2010  
C87

5.3-1 Precinct map

03/06/2010  
C87



MANNINGHAM PLANNING SCHEME

**5.3-2**

17/09/2009  
VC59

**Precinct objectives**

- 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.

**5.3-3**

03/06/2010  
C87

**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
3A	12.5m	None specified	5m from front boundary 4.1m from side boundaries 4.5m from rear boundary
3B	14.5m	None specified	5m from front boundary 4.5m from side boundaries 4.5m from rear boundary
3C	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

**5.3-4**

17/09/2009  
VC59

**Precinct guidelines**

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

**5.3-5**

17/09/2009  
VC59

**Any other requirements**

In the area between Doncaster Road, Tower Street, Berkeley Street and Council Street, development must not occur on land with an area of less than 2,500 square metres.

In the area between Berkeley Street, Tower Street, Goodson Street and Council Street, development must not occur on land with an area of less than 2,000 square metres.

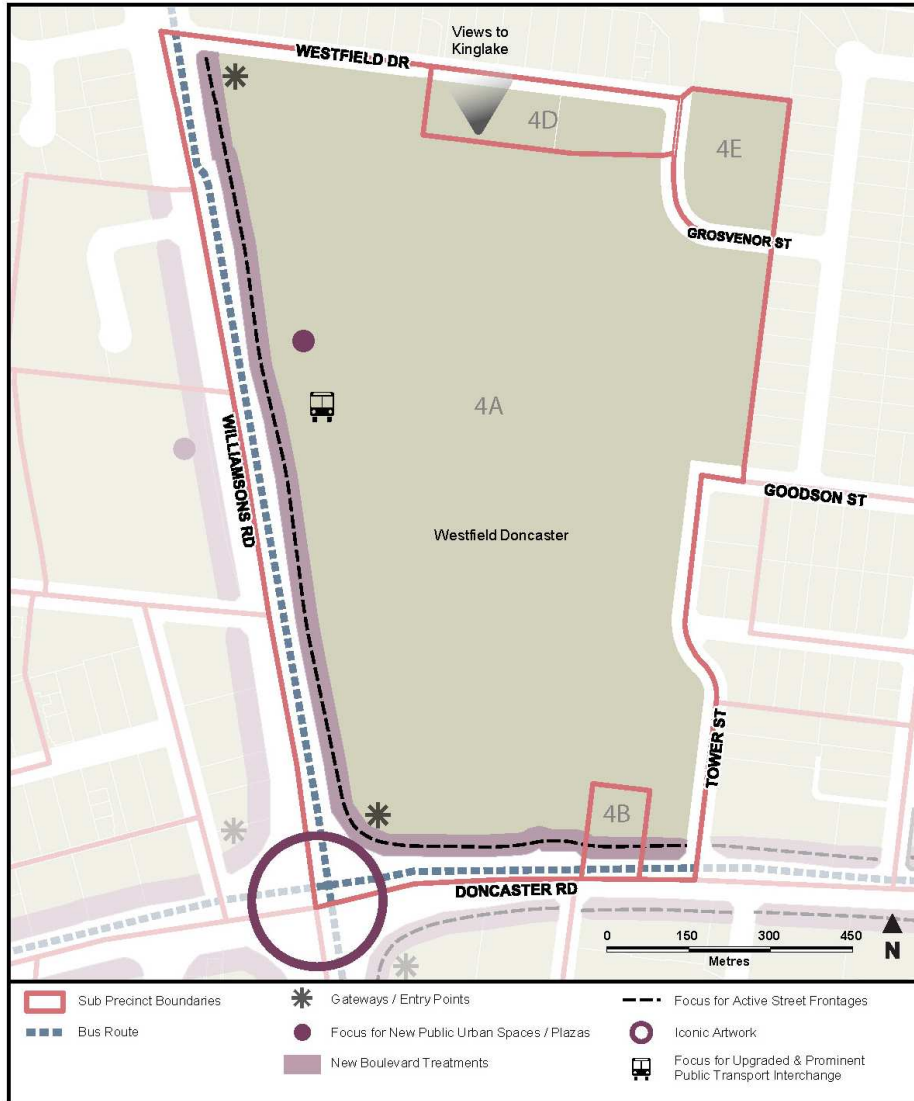
MANNINGHAM PLANNING SCHEME

5.4 Precinct 4: Westfield Doncaster

03/06/2010  
C87

5.4-1 Precinct map

03/06/2010  
C87





## MANNINGHAM PLANNING SCHEME

**5.4-2**17/09/2009  
VC59**Precinct objectives**

- To further improve existing active street frontages.
- Encourage an enhanced pedestrian environment within the precinct.
- To maintain and improve the positive engagement of the precinct with the main intersection of Doncaster Road and Williamsons Road.
- To provide opportunities for a range of residential and commercial uses to develop within the precinct along with the existing retail development.
- To create a number of significant externalised public urban spaces/plazas, which are well connected to the public transport interchange and boulevard along Doncaster Road.
- To support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the western end of the precinct.
- To provide a high quality design outcome and improved streetscapes and interfaces with residential areas.
- To provide flexibility to respond to retail and employment trends.

**5.4-3**03/06/2010  
C87**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
4A	None specified	None specified	None specified
4B	21.5m	4.3m above maximum height	5m to front podium edge from front boundary 13m to front tower edge from the front boundary 4.5m from the side boundaries 4.5m from the rear boundary
4C	None specified	None specified	None specified
4D	11m	None specified	5m from front site boundary 4.5m from side boundaries
4E	None specified	None specified	None specified

**5.4-4**17/09/2009  
VC59**Precinct guidelines**

- Maintain a landmark building at the Doncaster Road and Williamsons Road intersection.
- Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct.
- Maintain and enhance an integrated public transport interchange to support both Westfield Doncaster and the greater Doncaster Hill area in a prominent and easily accessible location.
- Create a pedestrian friendly interface between Westfield Doncaster, Doncaster Road, Williamsons Road and Tower Street.
- Establish strong pedestrian entries and linkages from Westfield Doncaster to all other precincts within Doncaster Hill.

MANNINGHAM PLANNING SCHEME

- Future building form is to maximise the north-east aspect and views, and vistas to the CBD.
- External spaces should directly link to Williamsons Road and Doncaster Road where appropriate.

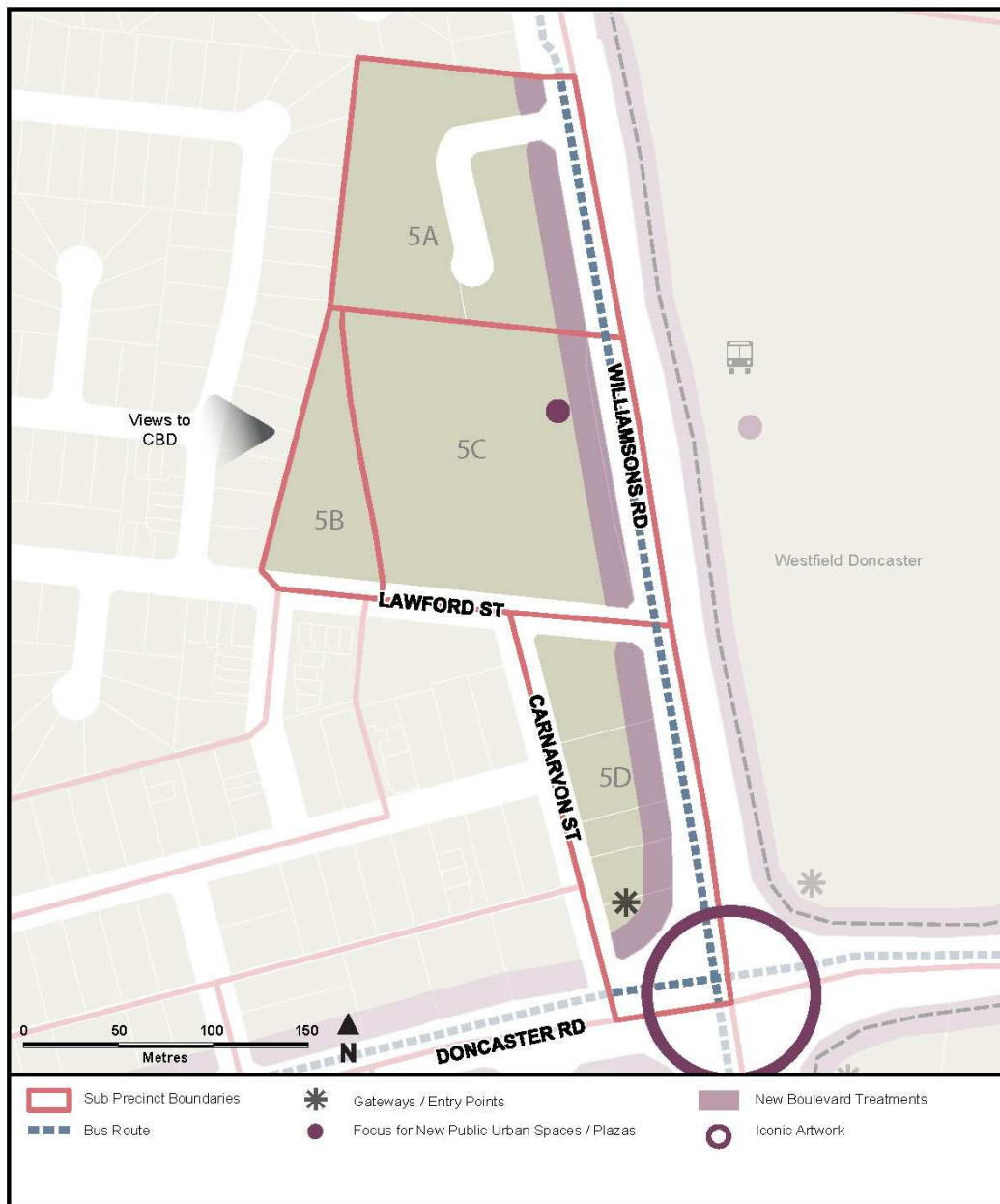
Formatted: No bullets or numbering

5.5 Precinct 5: Williamsons Road West

03/06/2010  
C87

5.5-1 Precinct map

03/06/2010  
C87



## MANNINGHAM PLANNING SCHEME

**5.5-2**17/09/2009  
VC59**Precinct objectives**

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To encourage high density development along the Williamsons Road ridgeline, with less dense development progressively stepping down the hill towards the west.
- To capitalise on broad views and vistas obtained from strategic points along the Williamsons Road ridgeline, including from public urban spaces/plazas .
- To provide for an improved pedestrian network with stronger links to Westfield Doncaster, public transport interchanges, and nearby open space.
- To create a significant area of public urban space/plaza both within and convenient to the precinct to help cater for the proposed high-density development in the surrounding precincts.
- To create a landmark gateway building at the southern end of the precinct.
- To provide a pedestrian network that will provide positive linkages to the adjacent precincts in particular the Westfield Doncaster site, the public transport interchanges and Lawford Reserve.
- To encourage the inclusion of public open space abutting Williamsons Road that accommodates vistas to the city and has convenient links to Westfield Doncaster.

**5.5-3**03/06/2010  
C87**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
5A	29m	None specified	5m from side boundaries 8m from rear boundary
5B	14.5m	None specified	5m from side boundaries 8m from rear boundary
5C	36m	7.2m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 5m from side boundaries
5D	29m	5.8m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary

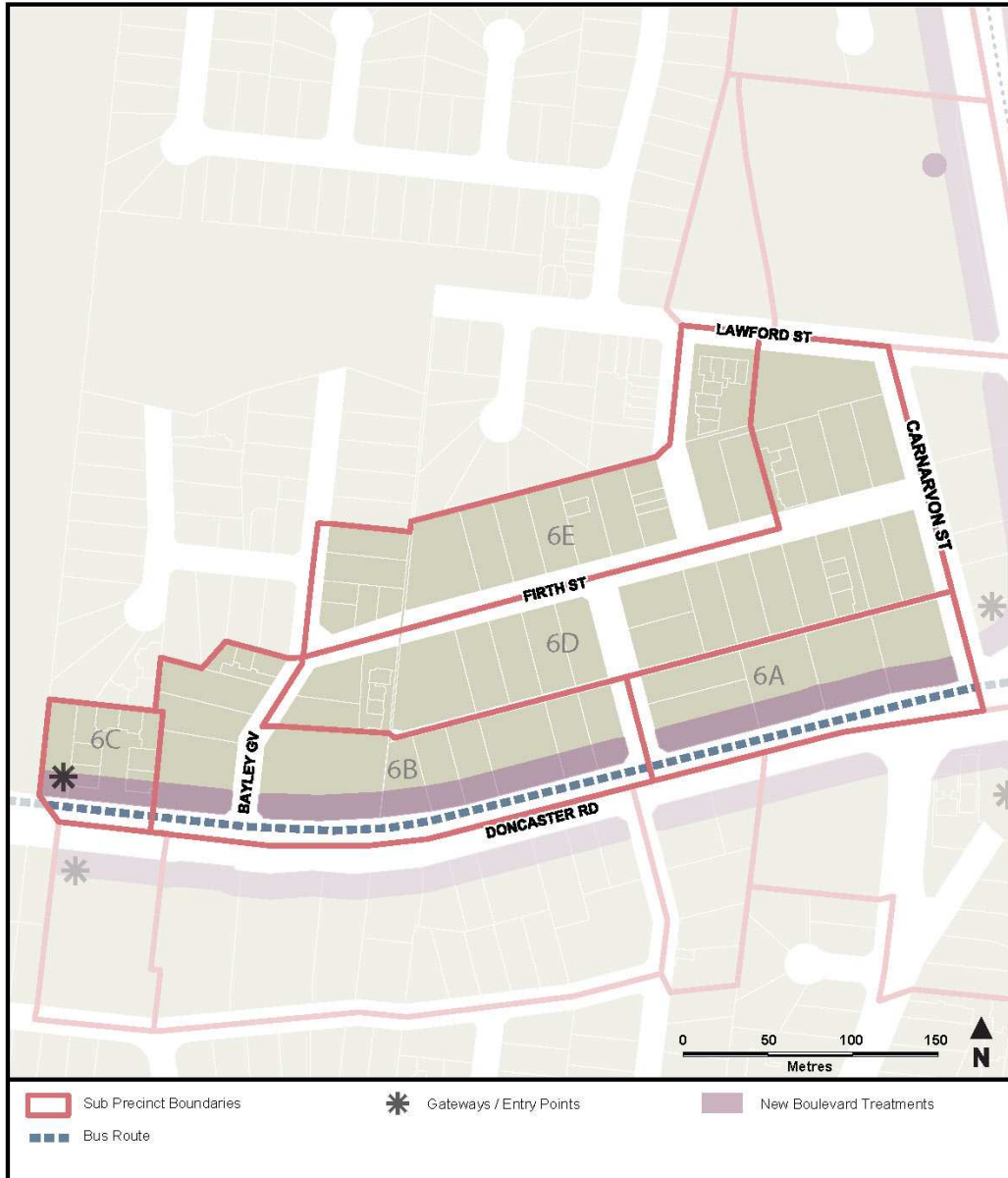
**5.5-4**17/09/2009  
VC59**Precinct guidelines**

- Support and connect with the pedestrian link proposed for the Doncaster Road, Williamsons and Tram Roads intersection at the southern end of the precinct.
- Retain strategic view corridors towards the city from Williamsons Road within future development from specially created public urban spaces/plazas between buildings. A long continuous wall of building is discouraged.

MANNINGHAM PLANNING SCHEME

5.6 Precinct 6: North West Doncaster Boulevard  
03/06/2010  
C87

5.6-1 Precinct map  
03/06/2010  
C87



## MANNINGHAM PLANNING SCHEME

**5.6-2**17/09/2009  
VC59**Precinct objectives**

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To create a vibrant and commercially viable mix of uses at a lower scale and generally on smaller scale allotments than is proposed for precincts located further east in Doncaster Hill.
- To encourage the provision of pedestrian and cycling links to connect with Lawford Reserve and the Doncaster Road, Williamsons and Tram Roads intersection at the eastern end of the precinct.
- To create a landmark gateway building at the western end of the precinct.
- To strengthen pedestrian and bicycle linkages between the precinct and Lawford Street Reserve.

**5.6-3**03/06/2010  
C87**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
6A	21.5m	None specified	5m to front podium edge from front boundary 11m to front tower edge from front boundary. 4.5m from side boundaries 5m from rear boundary
6B	21.5m	None specified	5m to front podium edge from front boundary 11m to front tower edge to front boundary 4.5m from side boundaries 5m from rear boundary
6C	18m	3.6m above maximum height	5m to podium edge from front boundary 11m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
6D	14.5m	None specified	5m from site boundary 4.5m from side boundaries 4.5m from rear boundary
6E	11m	None specified	2m from front boundary 4.1m from side boundaries 5m from rear boundary

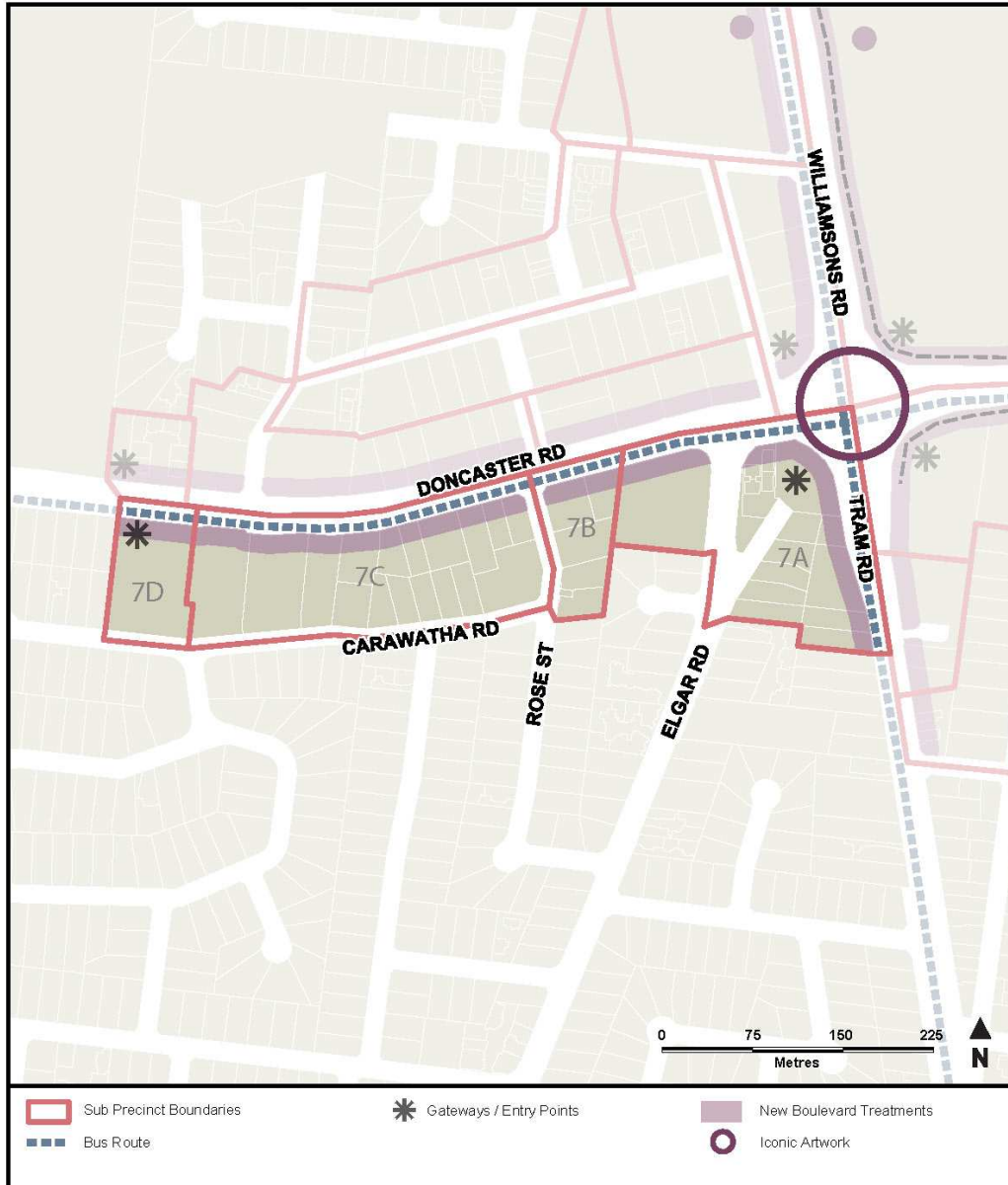
**5.6-4**17/09/2009  
VC59**Precinct guidelines**

- Support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the southern end of the precinct.

MANNINGHAM PLANNING SCHEME

5.7 Precinct 7: South West Doncaster Boulevard  
 03/06/2010  
 C87

5.7-1 Precinct map  
 03/06/2010  
 C87



## MANNINGHAM PLANNING SCHEME

**5.7-2**17/09/2009  
VC59**Precinct objectives**

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To create a vibrant and commercially viable mix of uses, generally on smaller allotments than is proposed for precincts located further east in Doncaster Hill.
- To ensure that the precinct has ready access to well designed public open space.
- To improve pedestrian access through this precinct to Doncaster Road from the residential land to the south.
- To create a landmark gateway building at the eastern and western ends of the precinct.

**5.7-3**03/06/2010  
C87**Precinct requirements**

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
7A	32.5m	6.5m above maximum height	5m to podium edge from front boundary 9m to tower edge from front boundary 4.5m from side boundaries 4.5m from rear boundary
7B	29m	4.3m above maximum height	5-10m to front podium edge from front boundary 6m to front tower edge from podium edge 4.5m from side boundaries 5m from rear boundary
7C	21.5m	None specified	5-10 to front podium edge from front boundary 8m to tower edge from podium edge 4.5m from side boundaries 5m from rear boundary
7D	18m	3.6m above maximum height	10m to podium edge from front boundary 8m to front tower edge from podium edge 4.5m from side boundaries 5m from rear boundary

**5.7-4**17/09/2009  
VC59**Precinct guidelines**

- Strengthen links between the precinct and existing nearby areas of open space.
- Significant vistas to the CBD skyline from Doncaster Road should be retained.
- Provide open space which offers well designed play opportunities to the south of the precinct.
- Support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the eastern end of the precinct.

## MANNINGHAM PLANNING SCHEME

## 6.0

03/06/2010  
C87**Application requirements**

In addition to the application requirements set out at Clause 37.08-7, an application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority. For the land in Precinct 4A (Westfield Doncaster), the application requirements set out below are to be read in conjunction with those in the Development Plan Overlay (Schedule 4), as appropriate.

- Sections of the proposed building at appropriate intervals.
- Sight-lines from balcony edges.
- A three-dimensional coloured artist's impression showing the proposed development in the context of surrounding development.
- A traffic and car parking assessment that includes existing traffic details, parking allocation, traffic generation and distribution, impact of generated traffic on the existing road network, parking generation rates and traffic management from the development construction phase onwards.
- A Sustainability Management Plan (SMP).
- In Precinct 1, an application for a permit by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:
  - To the application for permit being made.
  - To the application for permit being made and to the proposed use or development.

**Sustainability Management Plan**

A Sustainability Management Plan (SMP) must achieve the following to the satisfaction of the responsible authority:

- Address matters of building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management, and transport.
- Demonstrate 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.
- Identify statutory obligations and documented sustainability performance standards from Government and other authorities.
- Specify key performance indicators, to an agreed level, to measure the achievement of objectives and initiatives identified in the Plan.
- Identify responsibilities and a schedule for both implementing and monitoring the Plan over time.

The individual components of the SMP should address:

- Building Energy Management:
  - The design of the building for energy efficiency (thermal envelope).
  - The use of energy saving technologies to further reduce demand.
  - The use of alternative energy sources, whether provided on-site or through the purchase of 'green energy'.
- Water Sensitive Urban Design:
  - An integrated water management plan that identifies opportunities for:
    - A reduction in demand for potable water through use of water conservation features and alternative sources of supply such as wastewater and stormwater.
    - A reduction in the volume of wastewater through water conservation and reuse.



## MANNINGHAM PLANNING SCHEME

- An improvement in stormwater quality runoff and a reduction in peak flows through appropriate treatment and stormwater reuse.
- Construction Materials:
  - The use of building materials that minimise ecological or health impacts and greenhouse gases based on the type and volume of raw materials, water and energy consumed in their production.
  - The use of materials that can be expected to endure for the life of the development with minimal maintenance and can be recycled at the end of their useful life.
  - The reuse of recycled materials and the use of materials with recycled components.
  - The use of materials produced in Victoria or Australia.
  - The use of pre-fabricated, pre-cut and standardised components to reduce waste.
- Indoor Environment Quality:
  - The provision of airflow, fresh air intake, cross-ventilation, daylight, appropriate levels of lighting, views and direct access to outdoor areas.
  - The use of materials with low levels of toxic chemicals, minimal off-gassing and production of allergens and other internal air pollutants.
  - The exclusion of external pollutants (including odours) and the safe disposal of internally generated pollutants
  - The measures to reduce reliance on mechanical heating, ventilation, cooling and lighting systems.
  - The use of flexible internal controls for these systems.
  - The measures to minimise noise levels and noise transfer within and between buildings and associated external areas.
  - The provision of an independent acoustics report detailing measures to minimise adverse impacts of noise levels and noise transfer within and between buildings.
- Waste Management:
  - An integrated plan for:
    - A reduction in the amount of waste delivered.
    - A reduction in the amount of waste to landfill.
    - Maximising recycling and composting opportunities.
    - Appropriately dealing with hazardous materials.
    - The provision of adequate private/communal space(s) for the collection of recyclable materials and waste.
- Quality of Public and Private Realm:
  - Design and development that conforms to the Australian Standard AS1428 Part 2 provisions for access and mobility.
  - Design and development that provides a high level of accessibility at the principal front entry for any residential development.
  - The provision of an independent access audit report detailing measures to conform with the Australian Standard AS1428 Part 2 provisions for access and mobility.
  - The provision of shared spaces that can accommodate varying functions and flexibility for future uses.
- Transport:
  - The provision of easily located 'after trip' facilities for bicycle users, joggers, etc.
  - Car parking that reduces energy consumption due to lighting and ventilation.

## MANNINGHAM PLANNING SCHEME

- Demolition and Construction
  - The protection of vegetation and other features to be retained and public assets.
  - Testing for and development of a management plan for contaminated or potentially contaminated sites.
  - The prevention of the unintended movement of building waste and hazardous materials and other pollutants on or off the site, whether by air, water or other means.
  - The measures to minimise the amount of waste delivered; 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).
  - The measures to minimise noise and other amenity impacts from mechanical equipment and demolition/construction activities, especially outside of daytime hours.
  - The measures to minimise interference with normal circulation and parking arrangements and any continuing use of outdoor areas.
  - The measures for ensuring worker and public safety.
  - A means for communicating construction arrangements to occupants of affected properties.
  - The provision of adequate environmental awareness training for all on-site contractors and sub-contractors.

**7.0**17/09/2009  
VC59**Notice and review**

An application to construct a building or construct or carry out works is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act in accordance with Clause 37.08-8 of the Activity Centre Zone.

**8.0**03/06/2010  
C87**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65 and Clause 37.08-10, the responsible authority must consider, as appropriate:

**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, Revised 2004) 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.

## MANNINGHAM PLANNING SCHEME

**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 principles.
- 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.
- The objectives, standards and decision guidelines of Clause 55. This does not apply to a development of four or more storeys, excluding a basement.
- 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).

**Subdivision**

- Whether the subdivision is associated with a development proposal that supports the objectives promoted by this Schedule and does not result in the fragmentation of sites.

**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.

MANNINGHAM PLANNING SCHEME

**9.0 Reference documents**

17/09/2009  
VC59

*Doncaster Hill Strategy (Manningham City Council, October 2002, Revised 2004); and  
Doncaster Hill Sustainability Guidelines (Manningham City Council, June 2004).*

--/20--  
C--**SCHEDULE 4 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO4**

**Westfield Doncaster Development Plan****1.0 Requirement before a permit is granted**--/20--  
C--

A planning permit may be granted before a Development Plan has been prepared to the satisfaction of the Responsible Authority for the following:

- Any matter required by the Planning Scheme for that part of the centre shown as “Existing Development” on the Framework Plan forming part of this Schedule.
- Advertising signs
- Changes of use to existing tenancies, including associated car parking waivers and licensing of premises
- Minor buildings and works
- Amendments to existing planning permits and endorsed plans
- Subdivision of land

Before granting a permit the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land as contemplated by this Overlay.

**2.0 Conditions and requirements for permits**--/20--  
C--

An application for a planning permit to use or develop land should be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority:

- A Town Planning Report that, amongst other things, assesses how the planning permit application is generally in accordance with the approved Development Plan.
- A Landscape Plan, detailing existing vegetation; proposed retention and removal of vegetation; new planting / landscape works; and any fencing or acoustic treatments required within the landscape areas of the site.
- An Arborist Report, detailing the safe useful life expectancy for trees to be retained or removed, and impacts arising from the proposed development, including management arrangements.
- A Transport Impact Assessment Report, detailing the existing and proposed transport arrangements taking into account the Integrated Transport Plan component of the Development Plan clauses 52.06, 52.29 and 52.34 of the scheme, the Doncaster Hill Strategy and other relevant provisions of the scheme.
- A Sustainability Management Plan, unless the proposal relates to minor buildings and works.
- An Acoustic Report, detailing the proposed noise mitigation measures for the development.
- A Waste Management Plan.
- An Accessibility / Access and Equity Audit report.

A planning permit must include conditions requiring the following, as appropriate, to the satisfaction of the Responsible Authority:

- Construction Management Plan.
- Drainage Management Plan.
- Green Travel Plan and / or Active Travel Plan.
- Traffic and Car Parking Management Plan.

- Conditions which give effect to the various initiatives and concepts identified in an approved Development Plan.
- Conditions which provide for the delivery of relevant development contributions and infrastructure items as set out in the approved Development Plan and relevant to the approved stage of works.

A planning permit granted for the use or development of the land in accordance with the approved Development Plan, must include a condition that requires the land owner to enter into an Agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987*. The Agreement must provide for the transfer or lease to the City of Manningham or its designated service provider of part of the building of an area of not less than 100sqm at ground floor level, near the bus interchange, for the purposes of use by Council or its designated service provider for community purposes. The process of transfer or lease must be provided at no cost to Council. Any planning permits required for the use of the tenancy, or other matters such as signage, are to be secured by Council or its designated service provider and are not the responsibility of the land owner.

### 3.0 Requirements for development plan

--/20--  
C--

The Development Plan may be prepared and amended in stages.

An approved Development Plan may be amended to the satisfaction of the responsible authority.

A Development Plan generally in accordance with the Concept Plan in this Overlay must address the following vision and objectives for the future use and development of the site:

- To provide for future use and development of the land in accordance with the Doncaster Hill Strategy, the Activity Centre Zone, and the State and Local Planning Policy Frameworks.
- To recognise the key role that the site plays in the Doncaster Hill activity centre.
- To provide an economically viable and sustainable precinct with retail, commercial, community and entertainment uses that meet local and regional expectations and demand.
- To provide flexibility to respond to retail and employment trends.
- To provide a high-quality urban design outcome and improved streetscapes and interfaces with residential areas.
- To minimise off-site amenity impacts associated with future development.
- To encourage the development of a gateway / marker building at the south-east corner of Westfield Drive and Williamsons Road.
- To improve the pedestrian, cyclist and public transport accessibility into the centre and end-of-trip facilities, as a means of promoting environmental sustainability and walkable neighbourhoods.
- To upgrade the existing bus interchange abutting Williamsons Road to improve access, capacity, the visual presentation, integration and functionality of the facility.
- To provide sufficient car parking for staff and customers.
- To provide for safe and efficient traffic movements within and around the centre.

A Development Plan must incorporate the following items:

#### Site Analysis Plan

A site analysis plan or plans that show existing conditions, boundaries and dimensions of the site or precinct, any existing features to be retained, topography, adjoining road network, details of adjacent residential interface and surrounding urban context, and the location of any existing services, easements or encumbrances on the land.

### **Built Form and Envelope Plans**

- Envelope Plans which identify the following:
  - The existing built form profile of the Centre,
  - A framework plan for intended future expansion of the Centre,
  - The definition of key building entries and active/ passive edges,
  - Proposed floorspace estimates,
  - Nomination of proposed setback and transition zones and the proposed indicative heights range of new buildings and works (excluding architectural features and building services)

### **Design Criteria**

- Design Criteria that establish a sound framework within which future planning permit applications can be assessed and which address the following matters:
  - The scale of new development across the site;
  - A landmark building at the south-east corner of Williamsons Road and Westfield Drive.
  - The northern interface and visual presentation of the centre to the residential properties in Westfield Drive
  - The visual presentation of the centre to the adjoining road network, including to Westfield Drive and Williamsons Road
  - The presentation of the centre to properties in Roseville Avenue to the east
  - Location and design of traffic, bicycle and pedestrian access into the centre
  - Streetscape and public realm presentation and improvements
  - The integration of an upgraded bus interchange facility
  - The establishment of a publicly accessible forecourt on Williamsons Road adjacent to the bus interchange and the indicative solar access and wind impacts for this space
  - Indicative materials and finishes
  - Integration of acoustic treatments and management of loading bays and service areas
  - Designated locations and precincts for landscape treatments

### **Landscape and Public Realm Concept Plan**

- The Landscape and Public Realm Concept Plan should address the following:
  - The identification of existing vegetation to be retained and / or removed
  - The identification of landscape zones
  - Streetscape improvement works, including new street tree planting and general public realm improvements
  - Inclusion of indicative streetscape cross-sections
  - Preferred planting lists, prepared having regard to Council's landscaping guidelines

### **Integrated Transport Plan**

- In relation to public transport:
  - An overall concept plan for the upgraded bus interchange;
  - Details of existing and proposed access routes for public transport and how these are integrated with the centre design

- Methods by which public transport use can be integrated and encouraged within the future redevelopment of the site; including access to the interchange for the local community.
- In relation to bicycle access:
  - An overall concept plan showing existing and proposed bicycle linkages to, within and from the centre and to/ from bus stops on the surrounding road network to the centre:
  - End-of-trip facilities
- In relation to walkability:
  - An overall concept plan showing existing and proposed walking linkages to, within and from the centre
  - Wayfinding initiatives
- In relation to vehicle access:
  - Identification of any upgrade work required on the arterial and local road networks, including the staging of any works
  - Preparation of indicative / conceptual traffic access plans, showing all proposed new or upgraded intersections, including cross-sections and indicative pedestrian crossing locations
- In relation to car parking:
  - Establishment of a preferred car parking rates for possible land uses within the centre, recognising the multi-purpose trip generation achieved with the site
  - Details of the location and quantum of proposed additional car parking
  - Details of management arrangements for the car parking, including drop off provisions
  - Details of taxi parking location/s servicing the bus interchange and the broader centre.

Prior to approving the Integrated Transport Plan, the Responsible Authority may seek the views of Public Transport Victoria, VicRoads and Department of Transport, as relevant.

### **Staging Plan**

- Identification of the staging of the proposed Development Plan components

### **Infrastructure and Contributions**

- Details of the infrastructure works and contributions to be made in accordance with the requirements of the Development Contributions Plan Overlay (Schedule 1), including the staging of the works and contributions.

**The submission of the Development Plan to the Responsible Authority must be accompanied by:**

#### **Town Planning Report:**

- Assessment of the suitability of the proposed Development Plan, having regard to the provisions of the Manningham Planning Scheme.

#### **Urban Design Report:**



- Assessment of the suitability of the proposed Built Form and Envelope Plans, having regard to the following:
  - The Design Guidelines
  - The objectives, policies and strategies set out in the State and Local Planning Policy Frameworks of the Manningham Planning Scheme
  - The Doncaster Hill Strategy
  - The purpose, objectives and guidelines of the Activity Centre Zone

**Traffic and Transport Assessment Report:**

- A detailed response to Clauses 52.06, 52.07 and 52.34 of the Manningham Planning Scheme
- Detailed traffic surveys, modelling and analysis of the existing and proposed future road network conditions, incorporating Friday AM Peak, Friday PM Peak and Saturday Lunchtime Peak conditions
- Identification of any upgrade work required on the arterial and local road networks, including the staging of any works
- Detailed car parking surveys and analysis
- Details of the location and quantum of proposed additional car parking

**Environmental Sustainability Plan**

- Assessment of the environmental sustainability outcomes sought for the proposed development, including:
  - Identification of sustainability outcomes sought by the Manningham Planning Scheme
  - Identification of sustainability policies and guidelines which are relevant to the future development of the land, including Indoor Environment Quality (IEQ); energy and greenhouse gas emissions; transport; water; materials; and emissions.
  - Incorporation of at ‘best-practice’ sustainable design
  - Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications

Any recommendations from the Environmental Sustainability Plan must be incorporated into the approved Development Plan.

**Acoustic Engineering Report**

- Assessment of the proposed acoustic impacts of the proposed development, including:
  - Identification of existing noise sources, noise levels and noise attenuation mechanisms
  - Identification of possible sensitive land uses / noise receptors surrounding the development site
  - Identification of possible future proposed noise sources and impacts
  - Identification of parameters for future acoustic mitigation works, including any relevant State Environment Protection Policies or guidelines which should or must be met
  - Identification of noise management frameworks

Any recommendations from the Acoustic Engineering Report must be incorporated into the approved Development Plan.

**Economic Report**

- Assessment of the anticipated economic impacts of the proposed development, including:
  - The existing and proposed future role and function of Westfield Doncaster
  - Supply and demand for retail floorspace
  - Comparisons to existing nearby and / or competing activity centres (trade area analysis)
  - The economic impact and benefits of the proposed development, including the proposed estimated floorspace to be added to the centre and the type of uses it will accommodate
  - Any other economic factors relevant to the extent of development anticipated by the Development Plan.

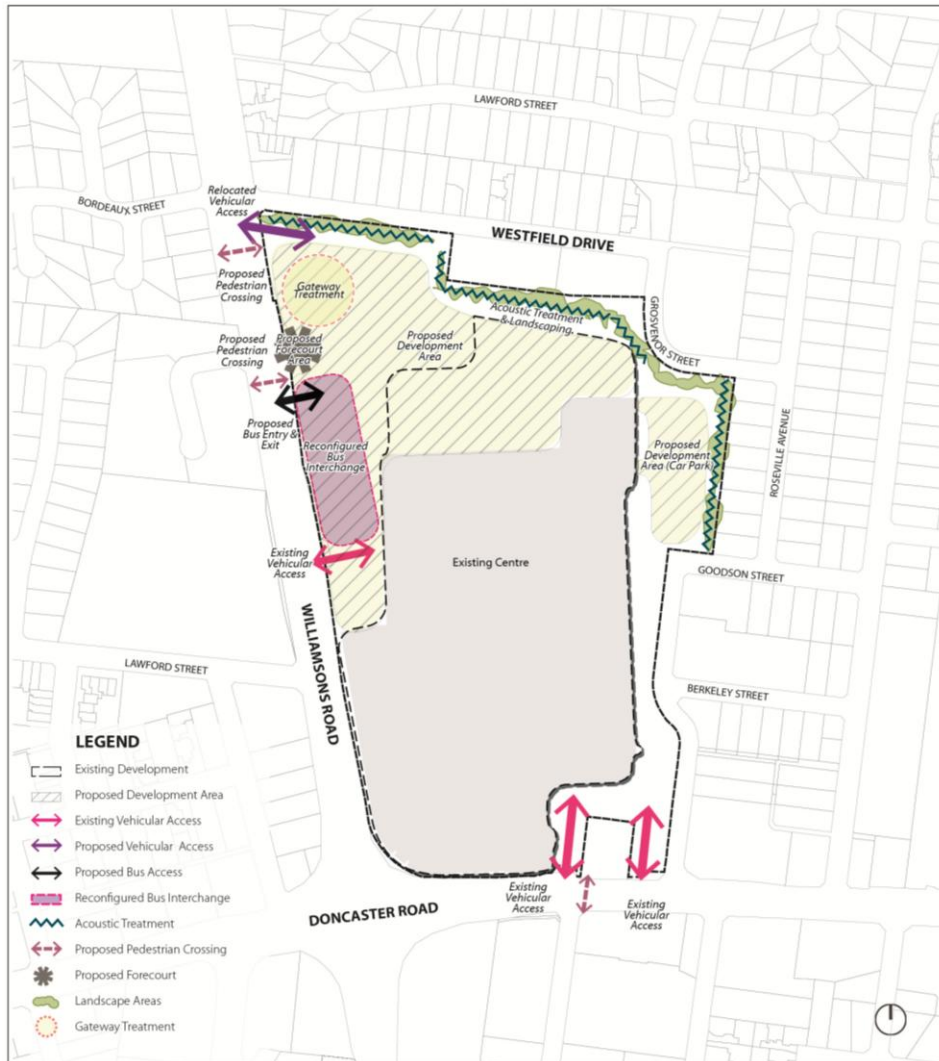
**Services / Infrastructure Report (Utilities)**

- Provide details of the existing infrastructure services and any upgrade or replacement required to accommodate the proposed redevelopment.

**Social Impact Report**

- An assessment of the likely social impacts of the development of Westfield Doncaster foreshadowed by the Development Plan including:
  - A review of State, local and other relevant policies and guidelines relevant to the social impacts
  - An assessment of the positive and / or negative social impacts of the proposal
  - Recommendations for mitigation measures in relation to impacts

Indicative Concept Plan



**45.04 ROAD CLOSURE OVERLAY**19/01/2006  
VC37

Shown on the planning scheme map as **RXO**.

**Purpose**

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify a road that is closed by an amendment to this planning scheme.

**45.04-1**19/01/2006  
VC37**Road closure**

A road included in this overlay is closed on the date notice of approval of the amendment is published in the Government Gazette.

**45.04-2**19/01/2006  
VC37**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 65, 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.
- That the road is closed.

**Notes:**

*Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.*

*Check the requirements of the zone which applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*

19/01/2006  
VC37**SCHEDULE 1 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY**Shown on the planning scheme map as **DCPO1****DONCASTER HILL DEVELOPMENT CONTRIBUTIONS PLAN****1.0**19/01/2006  
VC37**Area covered by this development contributions plan**

The Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 applies to all land shown as DCPO1 on Planning Scheme Map No. 7DCPO.

**2.0**19/01/2006  
VC37**Summary of costs**

<b>Facility</b>	<b>Total cost</b>	<b>Time of provision</b>	<b>Actual cost contribution attributable to development</b>	<b>Proportion of cost attributable to development</b>
Transport	\$6,995,428	Refer to Development Contributions Plan	\$3,361,385	48%
Streetscape	\$7,303,355	Refer to Development Contributions Plan	\$3,103,135	42%
Public Art	\$4,257,000	Refer to Development Contributions Plan	\$1,476,196	35%
Development Infrastructure: social	\$2,882,000	Refer to Development Contributions Plan	\$1,605,613	56%
Community Infrastructure: social	\$11,110,000	Refer to Development Contributions Plan	\$3,672,000	33%
<b>TOTAL</b>	<b>\$32,547,783</b>		<b>\$13,218,329</b>	<b>41%</b>

**3.0**19/01/2006  
VC37**Summary of contributions****LEVIES PAYABLE BY THE DEVELOPMENT**

FACILITY	LEVIES PAYABLE BY THE DEVELOPMENT					
	DEVELOPMENT INFRASTRUCTURE		COMMUNITY INFRASTRUCTURE		ALL INFRASTRUCTURE	
	RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL
Transport	\$362 per dwelling	\$362 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$362 per dwelling	\$362 per 121m2 commercial floor space, 19m2 of retail floor space
Streetscape	\$334 per dwelling	\$334 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$334 per dwelling	\$334 per 121m2 commercial floor space, 19m2 of retail floor space
Public Art	\$159 per dwelling	\$159 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$159 per dwelling	\$159 per 121m2 commercial floor space, 19m2 of retail floor space
Social	\$384 per dwelling	None specified	\$900 per dwelling	None specified	\$1284 per dwelling	None specified
<b>TOTAL</b>	<b>\$1239</b>	<b>\$855</b>	<b>\$900</b>	<b>None specified</b>	<b>\$2139</b>	<b>\$855</b>

**4.0**19/01/2006  
VC37**Land or development excluded from development contributions plan**

Exemptions from payment of development contributions apply in the following circumstances:

- Construction of a building or construction or carrying out of works or subdivision that results in a demand that is below the demand unit specified in this Schedule and where there is no increase in demand on infrastructure as a result of the proposal.
- Construction of a building or construction or carrying out of works specified in Clause 62.02.
- Subdivisions specified in Clause 62.03.
- Construction of one dwelling or construction or carrying out of works associated with one dwelling on a lot.

- Construction of a building or construction or carrying out of works to reinstate the pre-existing standard of buildings damaged or destroyed.
- Construction or display of an advertising sign.
- Construction of a building or construction or carrying out of works or subdivision by or on behalf of Manningham City Council that implements infrastructure funded by this Development Contributions Plan.
- Construction of a building or construction or carrying out of works on the land known as Westfield Shoppingtown Doncaster being the land identified on Planning Scheme Map ~~7IPQ-7DPO~~ up to a leasable floor area of 135,000 square metres (comprising a maximum of 90,000 square metres leasable floor area for shop) provided that the infrastructure works specified in the conditions of Planning Permit No. PL03/015005 or other works in lieu of the specified works (as agreed by Council) are carried out or there is an agreement to secure the carrying out of those works to the satisfaction of the responsible authority.

*Note: This schedule sets out a summary of the costs and contributions (2003 cost estimates) prescribed in the Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005. Refer to the incorporated document Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 for full details.*

MANNINGHAM PLANNING SCHEME

19/04/2013  
VC95

**SCHEDULE 1 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO1**.

**DONCASTER HILL PRINCIPAL ACTIVITY CENTRE**

**1.0 Parking objectives to be achieved**

19/04/2013  
VC95

To identify appropriate car parking rates for various uses within the Doncaster Hill Principal Activity Centre.

To establish the most efficient way for future expected car parking demands to be accommodated within the Doncaster Hill Principal Activity Centre area including the stipulation of suitable car parking requirements for key land uses within the Doncaster Hill Principal Activity Centre.

**2.0 Number of car parking spaces required**

19/04/2013  
VC95

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

**Table: Car parking spaces**

Use	Rate	Measure
Office	2.5	To each 100 sq m of net floor area.
<u>Office, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)</u>	<u>3.5</u>	<u>To each 100sqm of net floor area.</u>
Dwelling	1	To each one or two bedroom dwelling, plus
	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom), plus
	1	For visitors to every 10 dwellings.
Restaurant	0.36	To each seat available to the public.
Restricted retail premises	1.5	To each 100 sq m of leasable floor area.
<u>Shop, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)</u>	<u>4.09</u>	<u>To each 100sqm of leasable floor area based on a whole-of-centre assessment.</u>

Formatted Table

**3.0 Application requirements and decision guidelines for permit applications**

19/04/2013  
VC95

**For all applications**

The responsible authority will protect adjoining residential areas from the intrusion of car parking associated with developments within the Doncaster Hill Principal Activity Centre by considering the effects of car parking on adjoining residential areas before any variation of the requirements is granted.

**For land in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)**



## MANNINGHAM PLANNING SCHEME

Application requirements are specified in Schedule 4 of the Development Plan Overlay.

Formatted: Body text

Before deciding on an application, the Responsible Authority must consider the following decision guidelines:

- The complementary relationship between the land uses on the site and the benefit in promoting multi-purpose trips.
- The staged nature of the future redevelopment of Westfield Doncaster as specified in an approved Development Plan and acknowledgement that the car parking rate will vary over time in accordance with this staged approach.
- The upgrade of the Williamsons Road bus interchange and the opportunities created for pedestrian and cycling accessibility to Westfield Doncaster to promote sustainable forms of transport.

Formatted: Body text, Bulleted + Level: 1 + Aligned at: 2 cm + Indent at: 2.63 cm

#### **For applications to allow some or all of the required car parking spaces to be provided on another site**

Car parking requirements for a land use within the Doncaster Hill Principal Activity Centre specified in the Table of this schedule can be provided on the same site as the use or development or if the site size or shape is not suitable and a development or use cannot provide sufficient car parking on-site, a permit may be granted for the use of other land for off-site car parking.

Before a permit may be granted for the use of any other land for off-site car parking the owner of the development site, the owner of the site being used for any off-site parking and the responsible authority must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* or similar to ensure that the off-site car parking will be freely available and directly linked to the use on the subject site for the life of that use. The off-site car parking referred to above excludes on-street car parking.

The appropriateness of suitable off-site car parking shall be guided by the considerations set out within the Doncaster Hill Parking Precinct Plan.

#### **4.0**

#### **Reference document**

19/04/2013  
VC95

*Doncaster Hill Parking Precinct Plan (GTA Consultants for Manningham City Council, 5 July 2004)*

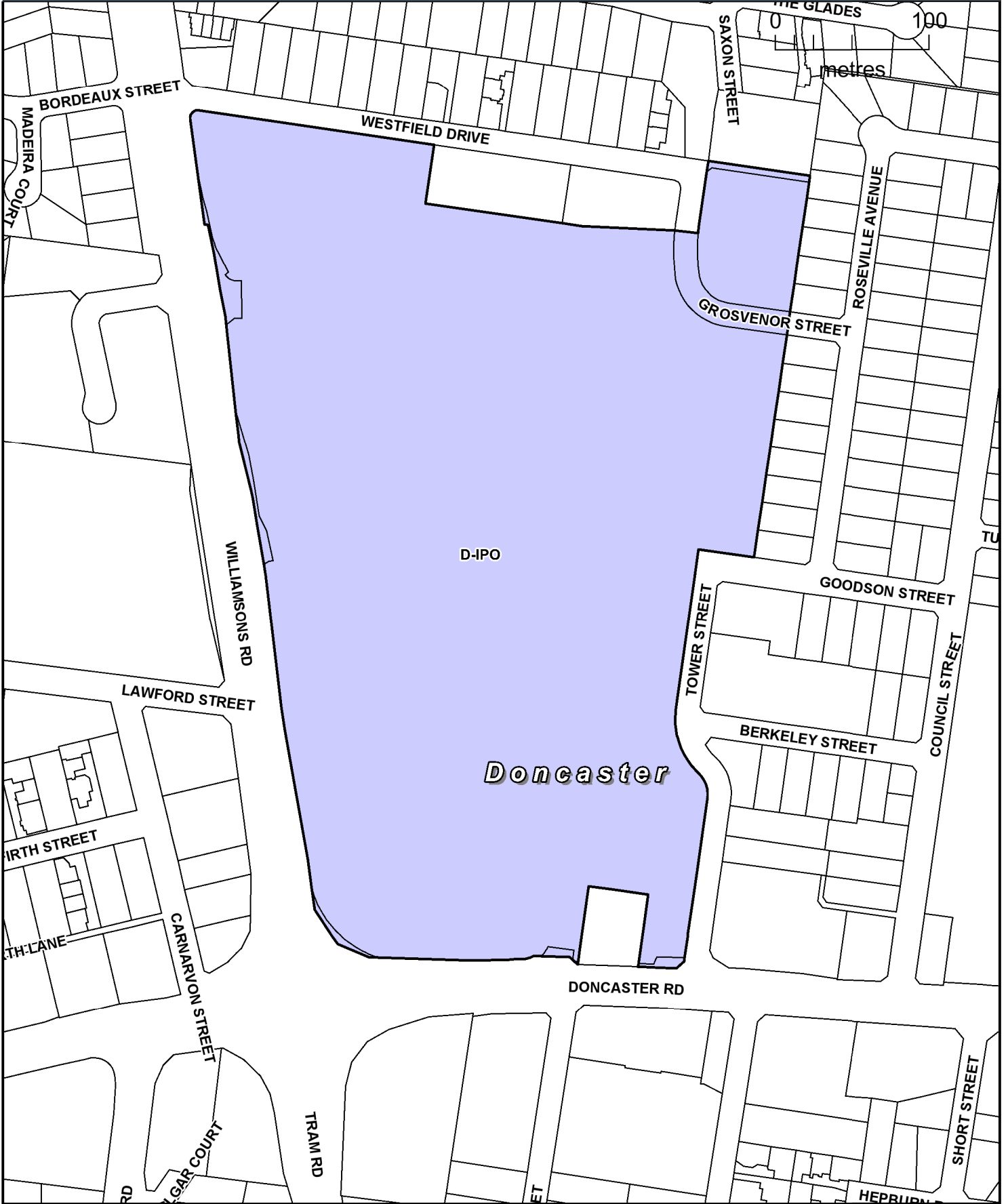
29/10/2015  
VC101

**SCHEDULE TO CLAUSE 61.03****Maps comprising part of this scheme:**

- 1, 1DDO, 1ESO1, 1ESO, 1HO, 1LSIO, 1PAO, 1SBO, 1VPO
- 2, 2DDO, 2EAO, 2ESO1, 2ESO, 2HO, 2LSIO, 2PAO, 2SBO, 2SLO1, 2SLO5, 2SLO6, 2VPO
- 3, 3DDO, 3ESO1, 3ESO, 3HO, 3LSIO, 3PAO, 3SBO, 3WMO, 3SLO1, 3SLO3, 3SLO6
- 4, 4DDO, 4EMO, 4ESO1, 4ESO, 4HO, 4LSIO, 4WMO, 4PAO
- 5, 5EMO, 5ESO, 5HO, 5LSIO, 5WMO, 5SLO1, 5VPO
- 6, 6DDO, 6DPO, 6EAO, 6ESO1, 6ESO, 6HO, 6LSIO, 6SBO, 6SLO5, 6VPO
- 7, 7DCPO, 7DDO, 7ESO, 7DPO, 7EAO, 7HO, ~~7HPO~~, 7LSIO, 7PAO, 7SBO, 7SLO5, 7SLO7, 7VPO, 7PO, 7RXO
- 8, 8DDO, 8EAO, 8ESO, 8HO, 8LSIO, 8PAO, 8SBO, 8WMO, 8SLO1, 8SLO5, 8SLO6, 8SLO7, 8SLO8, 8VPO
- 9, 9DDO, 9EMO, 9ESO1, 9ESO, 9HO, 9LSIO, 9SBO, 9WMO, 9PAO, 9SLO1, 9SLO6, 9VPO
- 10, 10EMO, 10ESO, 10HO, 10LSIO, 10WMO
- 11, 11DDO, 11ESO, 11HO, 11LSIO, 11SBO, 11SLO1, 11SLO6

23/07/2015  
C106**SCHEDULE TO CLAUSE 81.01**

<b>Name of document</b>	<b>Introduced by:</b>
City of Manningham – Statements of Tree & Garden Significance (2006)	<b>C61</b>
Development in Areas of Possible Slope Instability Resident Information Guide, Shire of Lillydale, November 1993	<b>NPS1</b>
Doncaster Activity Centre Development Strategy – Final Report, October 1990	<b>NPS1</b>
Doncaster Activity Centre Town Centre Project, April 1994	<b>NPS1</b>
Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005	<b>C30</b>
Donvale Christian College, Master Plan, September 2013	<b>C103</b>
Extension of the Eastern Freeway and Completion of the Ringwood Bypass, June 2001	<b>C17</b>
Incorporated Document No. 1 under the Schedule to Clause 52.03, 127a Tindals Road, Donvale, November 2008	<b>C74</b>
Incorporated Document No. 2 under the Schedule to Clause 52.03, 75 Alexander Road, Warrandyte, November 2008	<b>C74</b>
Incorporated Document No. 3: 3-9 and 11 Mitchell Street, Doncaster East – June 2015	<b>C106</b>
Manningham Centre Structure Plan, December 1996	<b>NPS1</b>
'On Luck' Chinese Nursing Home, January 2010	<b>C88</b>
Plan No. 1 Incorporated under Clause 43.01-2 of the Manningham Planning Scheme, April 2008	<b>C74</b>
Proposed Ring Road Landscape Concept, Chris Dance Land Design Pty Ltd, Ref Nos LA1 & LA2, June 1996	<b>NPS1</b>
Warrandyte Township Heritage Guidelines, Parts 1 to 7, July 2007	<b>C60</b>
<del>Westfield Shoppingtown Doncaster Concept Plan, September 1996</del>	<del><b>NPS1</b></del>

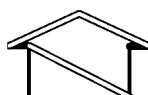


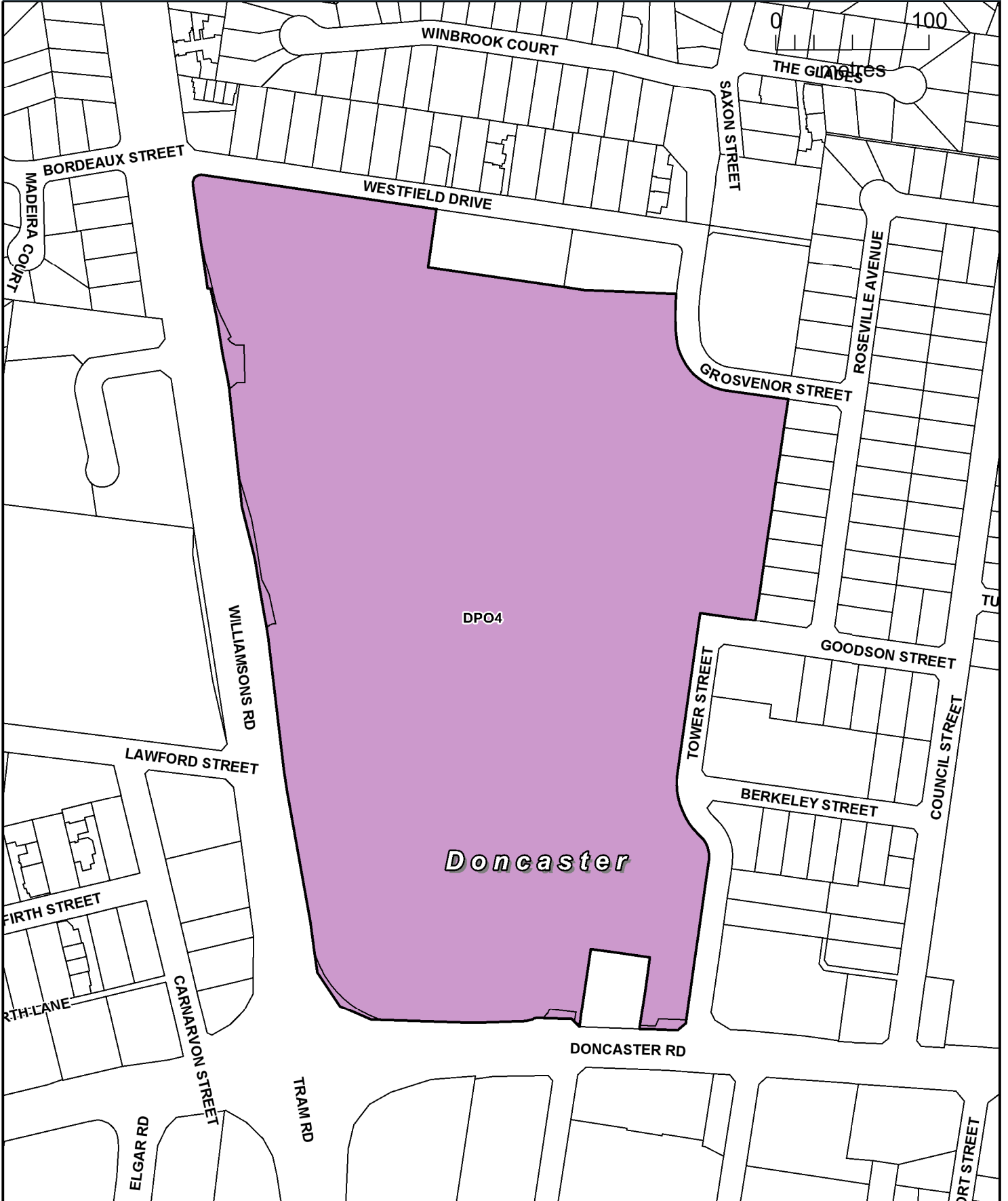
LEGEND

Part of Planning Scheme Map 71PO

**D-IPO** AREA TO BE DELETED FROM AN INCORPORATED PLAN OVERLAY

AMENDMENT C104



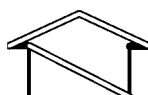


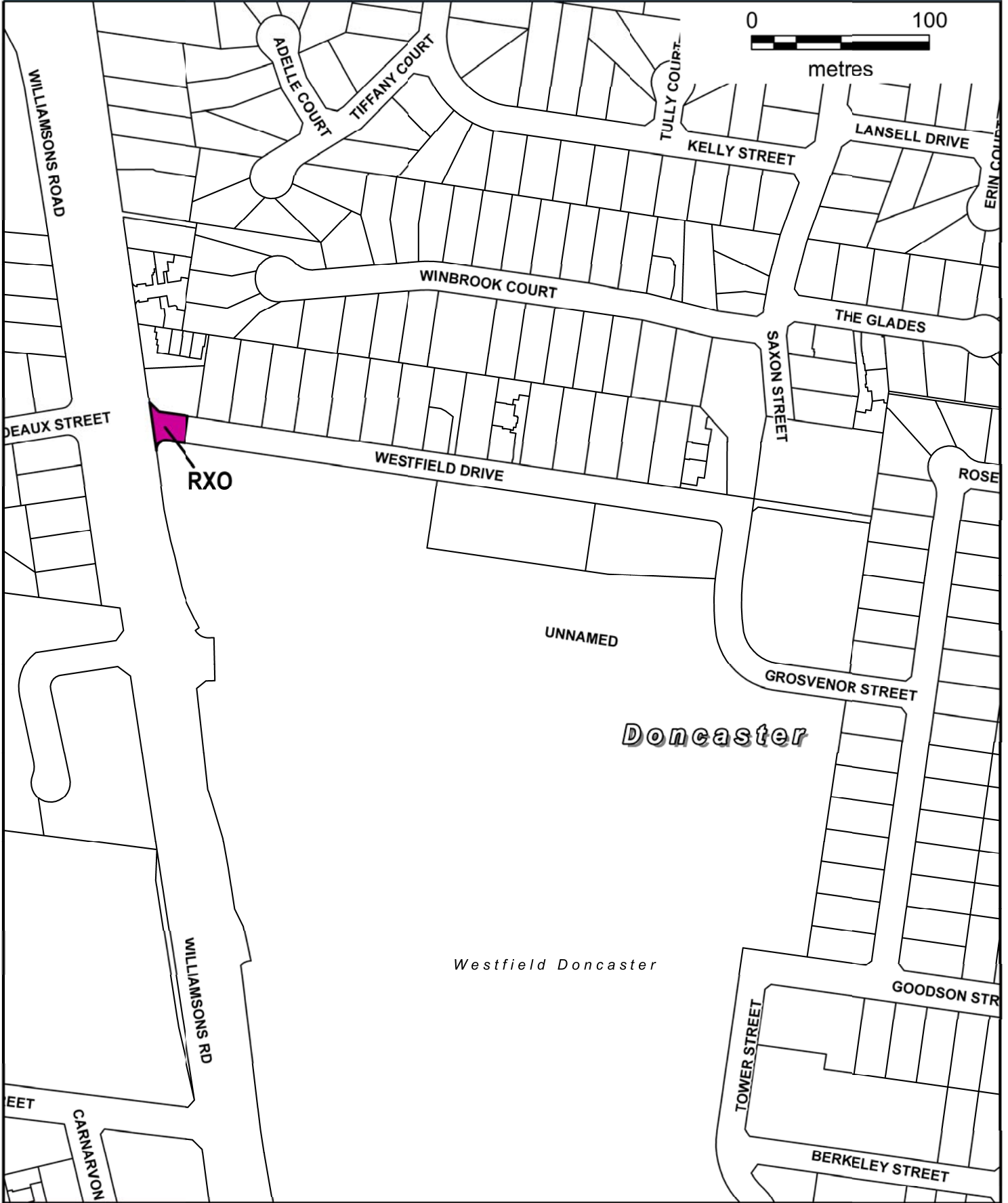
LEGEND

Part of Planning Scheme Map 7DPO

DPO4 DEVELOPMENT PLAN OVERLAY - SCHEDULE 4

AMENDMENT C104





LEGEND

**RXO** Road Closure Overlay

Part of Planning Scheme Map 7RXO

AMENDMENT C104





---

# WESTFIELD DONCASTER

## DEVELOPMENT PLAN

MAY 2016

---

V.19





<b>Report Name</b>	Westfield Doncaster Development Plan
<b>Reference</b>	0314-0767-10-R001
<b>Revision</b>	V.19
<b>Prepared By</b>	A. Tran
<b>Reviewed By</b>	O. Harrison
<b>Date of Issue</b>	02/05/2016

© **Tract Consultants**

This publication is subject to copyright. Except as permitted under the Copyright Act 1968, no part of this document may in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) may be reproduced, stored in a retrieval system or transmitted without the prior written permission of Tract Consultants.

[www.tract.com.au](http://www.tract.com.au)

Project team:



Cover image: Scentre Group



# CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>5</b>
1.1	The Development Plan	5
1.2	Development Plan Structure	5
<b>2</b>	<b>SITE ANALYSIS</b>	<b>7</b>
2.1	Overall Site Context	7
2.2	Planning Context	8
2.3	Site Features and Characteristics	12
<b>3</b>	<b>DEVELOPMENT PLAN</b>	<b>23</b>
3.1	Background	23
3.2	Urban Design Vision	23
3.3	Development Principles	24
3.4	Concept Plan	26
3.5	Built Form and Envelope Plans	28
3.6	Integrated Transport Plan	34
3.7	Public Realm and Landscape	43
3.8	Development Criteria	46
3.9	Ecologically Sustainable Development	55
3.10	Social Infrastructure	55
3.11	Advertising Signs	55
3.12	Acoustic Treatments	56
3.13	Staging Plan	57
<b>4</b>	<b>ECONOMIC BENEFITS</b>	<b>59</b>
4.1	Summary of Economic Benefits	59



COUNTRY ROAD

GAZ MAN

napoleon

Get the NEW Colour  
\$117 for only \$49.95

Prescription





Figure 1: Image of the existing Westfield Centre

# 1. INTRODUCTION

## 1.1 The Development Plan

This Westfield Doncaster Development Plan has been prepared on behalf of Scentre Group for the land at 619 Doncaster Road, Doncaster. It has been prepared in accordance with the provisions of Schedule 4 to the Development Plan Overlay of the Manningham Planning Scheme.

The Development Plan provides the following:

- Site Analysis Plan
- Built Form and Envelope Plans
- Design Criteria
- Landscape and Public Realm Concept Plan
- Integrated Transport Plan
- Staging Plan
- Infrastructure and Contributions

The Development Plan for the site incorporates information and direction from a series of supporting strategies, diagrams, and relevant information relating to the following:

- Urban Design Vision
- Concept Plan
- Built Form
- Access and Movement
- Public Realm and Landscaping
- Economic Benefits
- Development Criteria
- Ecologically Sustainable Development
- Social Infrastructure
- Acoustic Treatments
- Advertising Signs

## 1.2 Development Plan Structure

This document is organised into four key sections, and the purpose and content of each section is outlined below.

### INTRODUCTION

Outlines the purpose and general document structure.

### SITE ANALYSIS

Summarises the strategic planning context that applies to the site, and analysis of existing conditions, and includes;

- Existing site uses
- Built form
- Access and movement
- Topography
- Landscaping and public realm
- Infrastructure

### DEVELOPMENT PLAN

Outlines the strategies and plans for the future development of the Westfield Doncaster complex.

### ECONOMIC BENEFITS

Summarises the economic benefits of the proposed development.









**Figure 2:** Westfield Doncaster complex showing the public realm and landscaping interface with Williamsons Road

## 2. SITE ANALYSIS

### 2.1 Overall Site Context

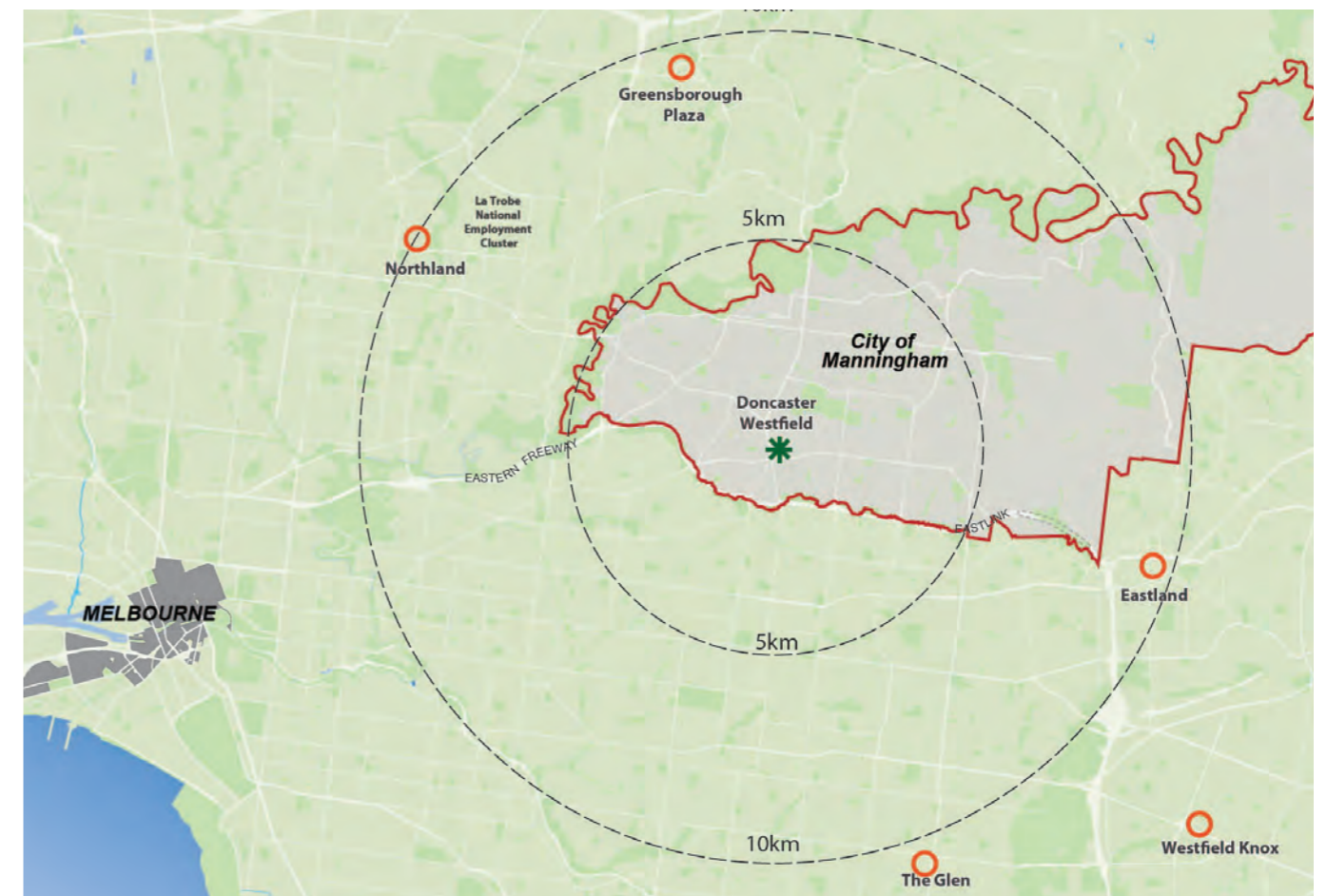
The subject site known as the 'Westfield Doncaster complex' is a large strategic retail node located at 619 Doncaster Road, Doncaster. It is located approximately 14 kilometres north-east of the Melbourne CBD and is situated amongst a network of metropolitan activity centres including Box Hill and Ringwood. The La Trobe National Employment Cluster is located to the north-west of the site, as identified in Plan Melbourne.

A wide range of shopping centres are located within a 10km radius of the complex. This includes Northland Shopping Centre and Greensborough Plaza to the north and north-west, Eastland to the east, and The Glen, Chadstone and Westfield Knox to the south and south-east. Sub-regional shopping centres located within close proximity include Forest Hill Chase, Victoria Gardens, Stockland The Pines and Burwood One.

The site forms part of the Doncaster Hill Activity Centre. Surrounding land uses are a mix of standard density and high density residential with some civic, commercial and retail uses present. This includes the Manningham City Square (MC2), which accommodates Manningham's Doncaster Branch Library.

The surrounding road network provides good access across the wider metropolitan area. Williamsons Road to the west of the site is a major north-south arterial road and Doncaster Road to the south is a major east-west arterial. Both roads have direct connections to the Eastern Freeway, which provides vehicular access to the CBD and to Melbourne's south-eastern suburbs.

The area is well serviced by bus routes with an eight bay interchange located at the complex. SmartBus and metropolitan bus routes service the interchange.



**Figure 3:** Regional context plan showing proximity of retail centres and Melbourne CBD



## 2.2 Planning Context

The proposed development of the Doncaster Westfield complex is informed by the existing strategic context. This includes the zones, overlays and policies that apply to the site.

### PLANNING SCHEME ZONES

#### Activity Centre Zone Schedule 1 (ACZ1)

The subject land is included in the Activity Centre Zone (Schedule 1). Objectives for the Precinct 4 Westfield Doncaster are as follows:

- To further improve existing active street frontages,
- Encourage an enhanced pedestrian environment within the precinct,
- To maintain and improve the positive engagement of the precinct with the main intersection of Doncaster Road and Williamsons Road,
- To provide opportunities for a range of residential and commercial uses to develop within the precinct along with the existing retail development,
- To create a number of significant externalised public urban spaces/plazas, which are well connected to the public transport interchange and boulevard along Doncaster Road,
- To support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the western end of the precinct.

Precinct guidelines include:

- Maintain a landmark building at the Doncaster Road and Williamsons Road intersection,
- Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct,
- Maintain and enhance an integrated public transport, interchange to support both Westfield Doncaster and the greater Doncaster Hill area in a prominent and easily accessible location,
- Create a pedestrian friendly interface between Westfield Doncaster, Doncaster Road, Williamsons Road and Tower Street,
- Establish strong pedestrian entries and linkages from Westfield Doncaster to all other precincts within Doncaster Hill,
- Future building form is to maximise the north-east aspect and views, and vistas to the CBD,
- External spaces should directly link to Williamsons Road and Doncaster Road where appropriate.

### OVERLAYS

The land is affected by three Planning Scheme Overlays, as outlined below:

#### Parking Overlay Schedule 1 (PO1)

The Parking Overlay which applies to the Doncaster Hill Activity Centre varies the following Clause 52.06 car parking rates:

**Table: Car parking spaces**

Use	Rate	Measure
Office	2.5	To each 100 sq m of net floor area.
Office, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)	3.5	To each 100sqm of net floor area.
Dwelling	1	To each one or two bedroom dwelling, plus
	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom), plus
	1	For visitors to every 10 dwellings.
Restaurant	0.36	To each seat available to the public.
Restricted retail premises	1.5	To each 100 sq m of leasable floor area.
Shop, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)	4.09	To each 100sqm of leasable floor area based on a whole-of-centre assessment.

#### Development Contributions Plan Overlay Schedule 1 (DCPO1)

For non-residential development, the approved DCP requires a contribution of \$855 per 121sqm of commercial floor-space or 19sqm of retail floor-space for Development Infrastructure (encompassing transport, streetscape and public art).

There is no contribution payable for community infrastructure.

There is an exemption in the DCP for Westfield Doncaster as follows:

*Construction of a building or construction or carrying out of works on the land known as Westfield Shoppingtown Doncaster being the land identified on Planning Scheme Map 7IPO up to a leasable floor area of 135,000 square metres (comprising a maximum of 90,000 square metres leasable floor area for shop) provided that the infrastructure works specified in the conditions of Planning Permit No. PL03/015005 or other works in lieu of the specified works (as agreed by Council) are carried out or there is an agreement to secure the carrying out of those works to the satisfaction of the responsible authority.*

The existing centre exceeds 90,000sqm of shop floor space.

#### Development Plan Overlay (Schedule 4)

The Development Plan Overlay was introduced to the site as part of Amendment C104 and seeks to implement the following vision:

- To provide for future use and development of the land in accordance with the Doncaster Hill Strategy, the Activity Centre Zone, and the State and Local Planning Policy Frameworks.
- To recognise the key role that the site plays in the Doncaster Hill activity centre.
- To provide an economically viable and sustainable precinct with retail, commercial, community and entertainment uses that meet local and regional expectations and demand.
- To provide flexibility to respond to retail and employment trends.
- To provide a high-quality urban design outcome and improved streetscapes and interfaces with residential areas.
- To minimise off-site amenity impacts associated with future development.
- To encourage the development of a gateway / marker building at the south-east corner of Westfield Drive and Williamsons Road.
- To improve the pedestrian, cyclist and public transport accessibility into the centre and end-of-trip facilities, as a means of promoting environmental sustainability and walkable neighbourhoods.
- To upgrade the existing bus interchange abutting Williamsons Road to improve access, capacity, the visual presentation, integration and functionality of the facility.
- To provide sufficient car parking for staff and customers.
- To provide for safe and efficient traffic movements within and around the centre.



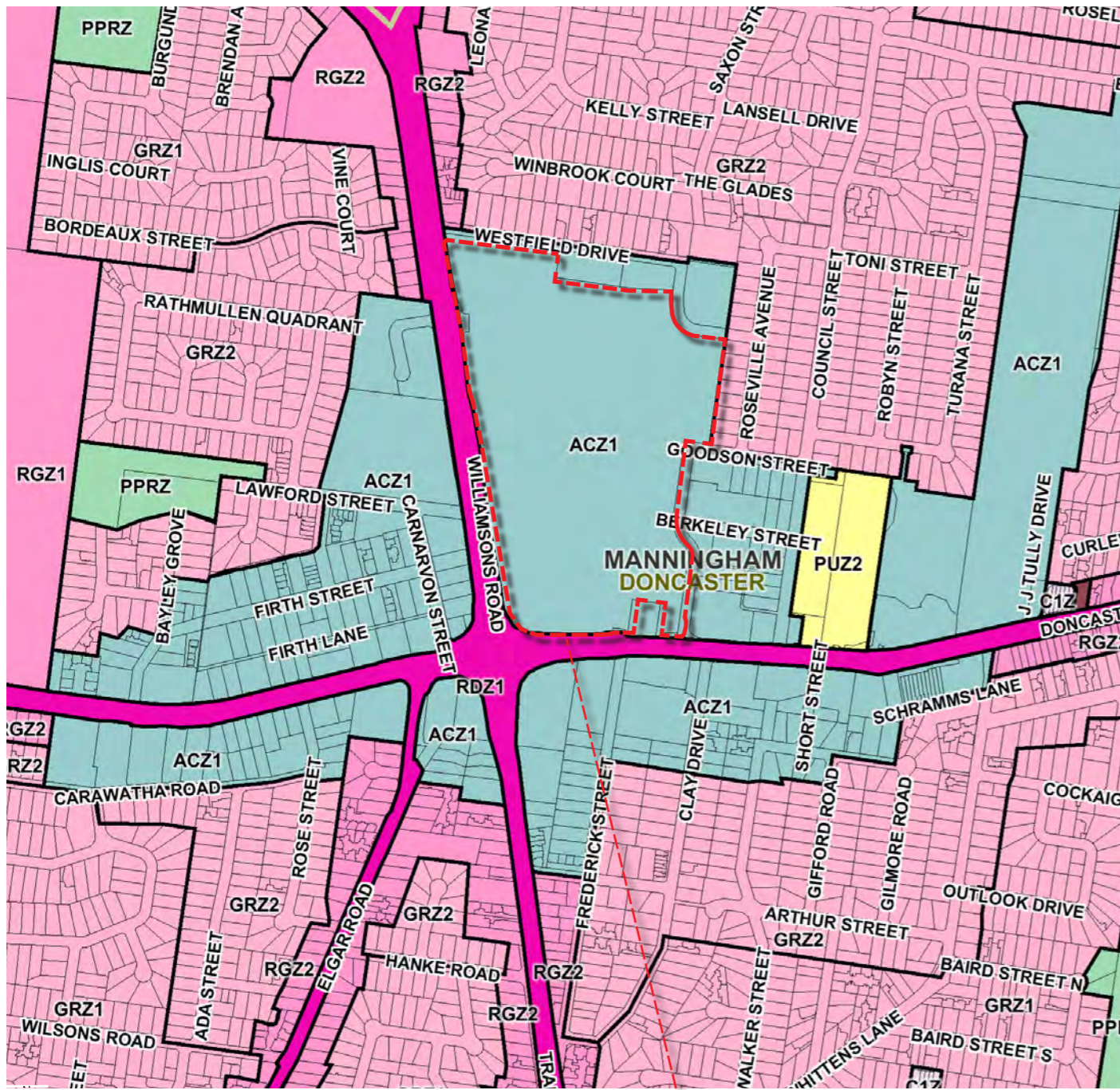


Figure 4: Existing planning scheme zones that affect the site and surrounding area

Westfield Doncaster subject site

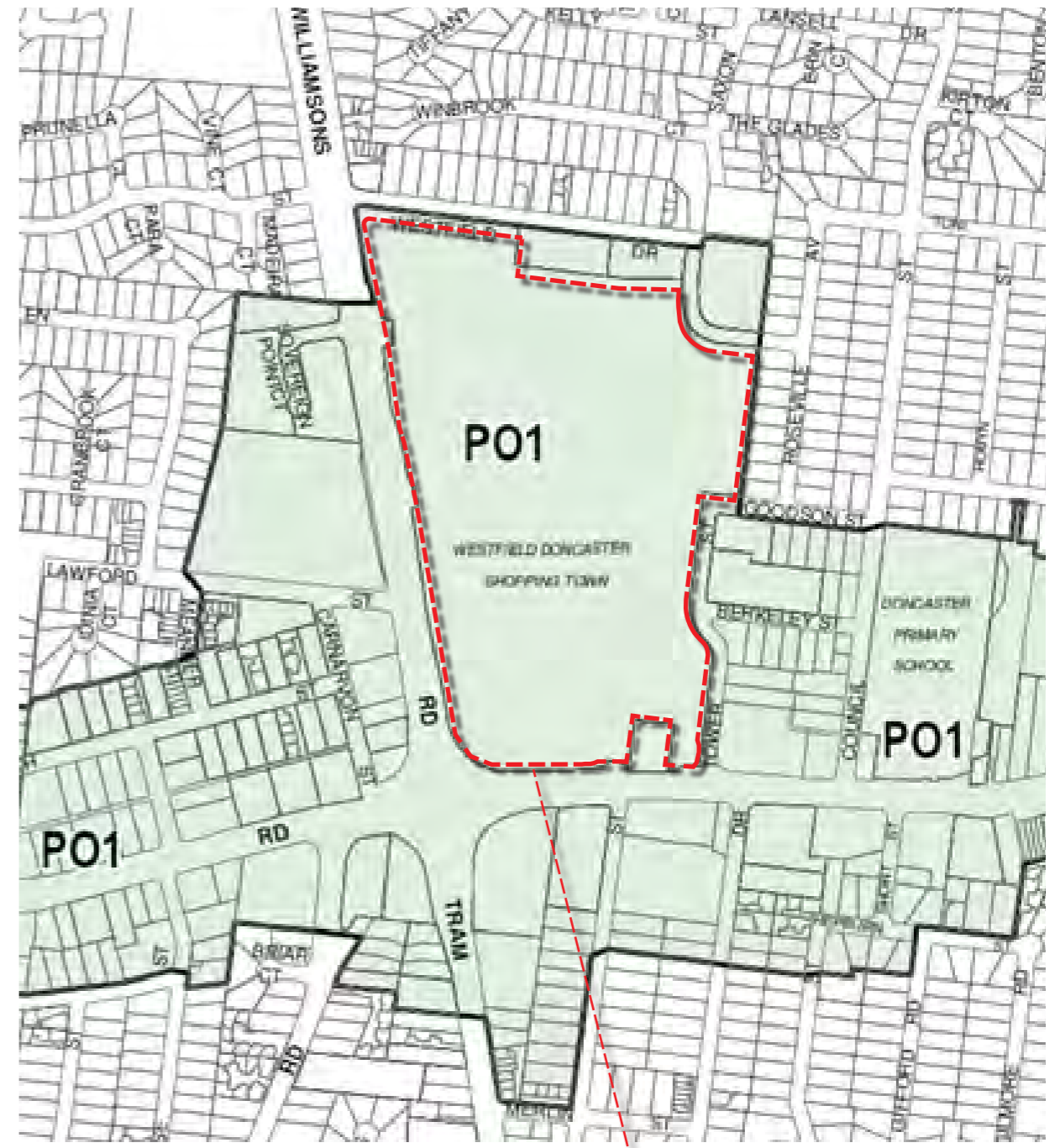


Figure 5: Parking Plan Overlay

Westfield Doncaster subject site





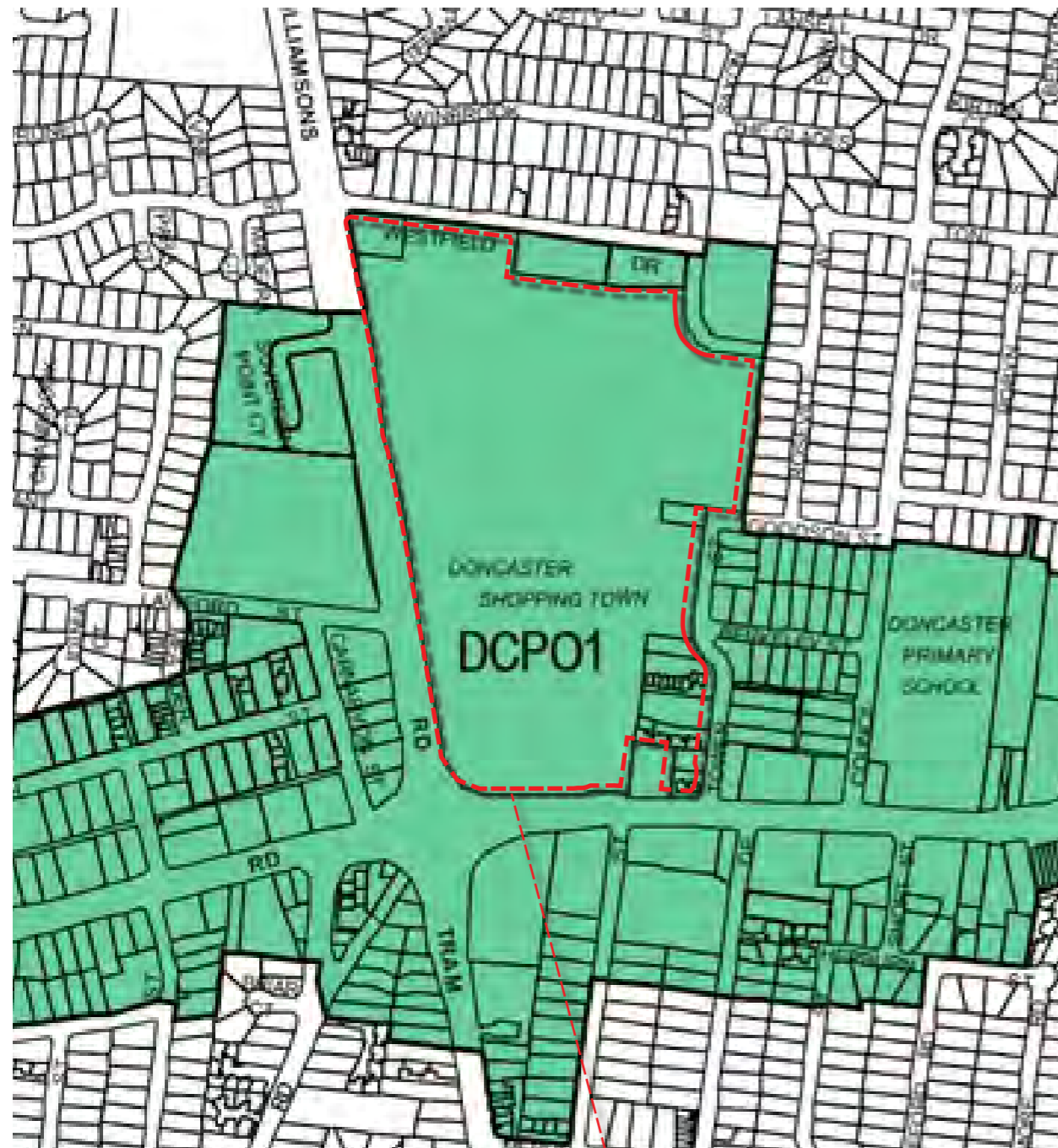


Figure 6: Development Contributions Plan Overlay

--- Westfield Doncaster subject site

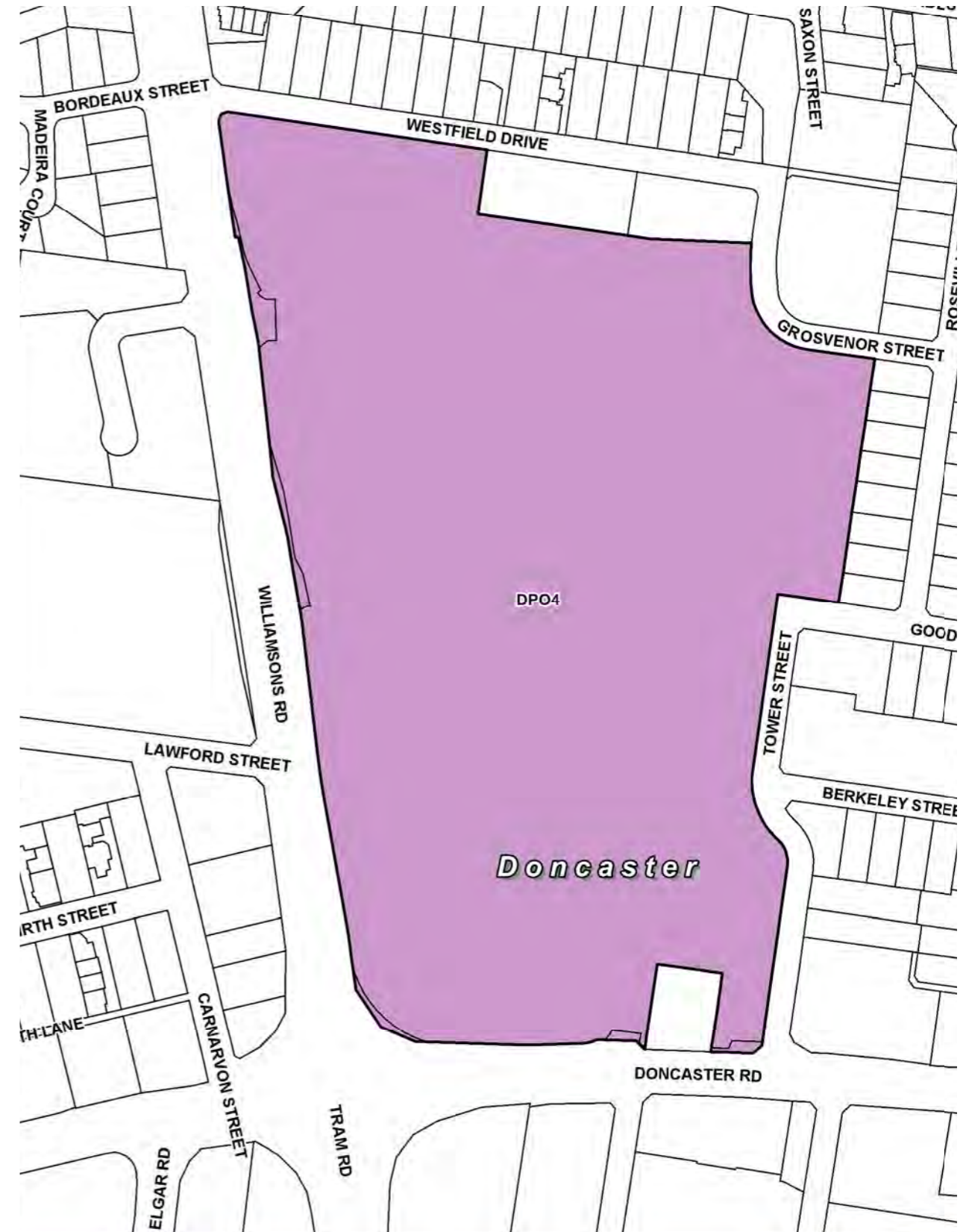


Figure 7: DPO4 Map



**LEGEND**

DPO4 DEVELOPMENT PLAN OVERLAY - SCHEDULE 4



**DONCASTER HILL STRATEGY (2002, REVISED 2004)**

The Westfield Doncaster complex forms a central part of the Doncaster Hill activity centre. The boundary of the activity centre is identified in Council's Doncaster Hill Strategy (2002), which provides a strategic framework for the future land use and development of the area.

Westfield Doncaster forms Precinct 4 of the Activity Centre. The vision statement for the precinct is:

*"...that Westfield Shoppingtown will become better integrated into Doncaster Hill and the surrounding community with activated street frontages, more permeable pedestrian and vehicular accessibility, a greater mix of uses, accessible and prominent public transport interchange, pedestrian linkages to other precincts, and improved engagement with the main intersection."*

The expansion of the Westfield Doncaster complex provides an opportunity to diversify the complex's retail and commercial offering, furthering Manningham City Council's vision for a mixed use urban village at Doncaster Hill, and ensuring the centre's commercial viability and longer-term economic sustainability.

Increasing the prominence of Doncaster Hill as a regional destination will be reliant on the diversification of land uses at Doncaster Hill that enhance employment options and services and attract additional investment opportunities to the area.



Doncaster Hill Strategy, 2002

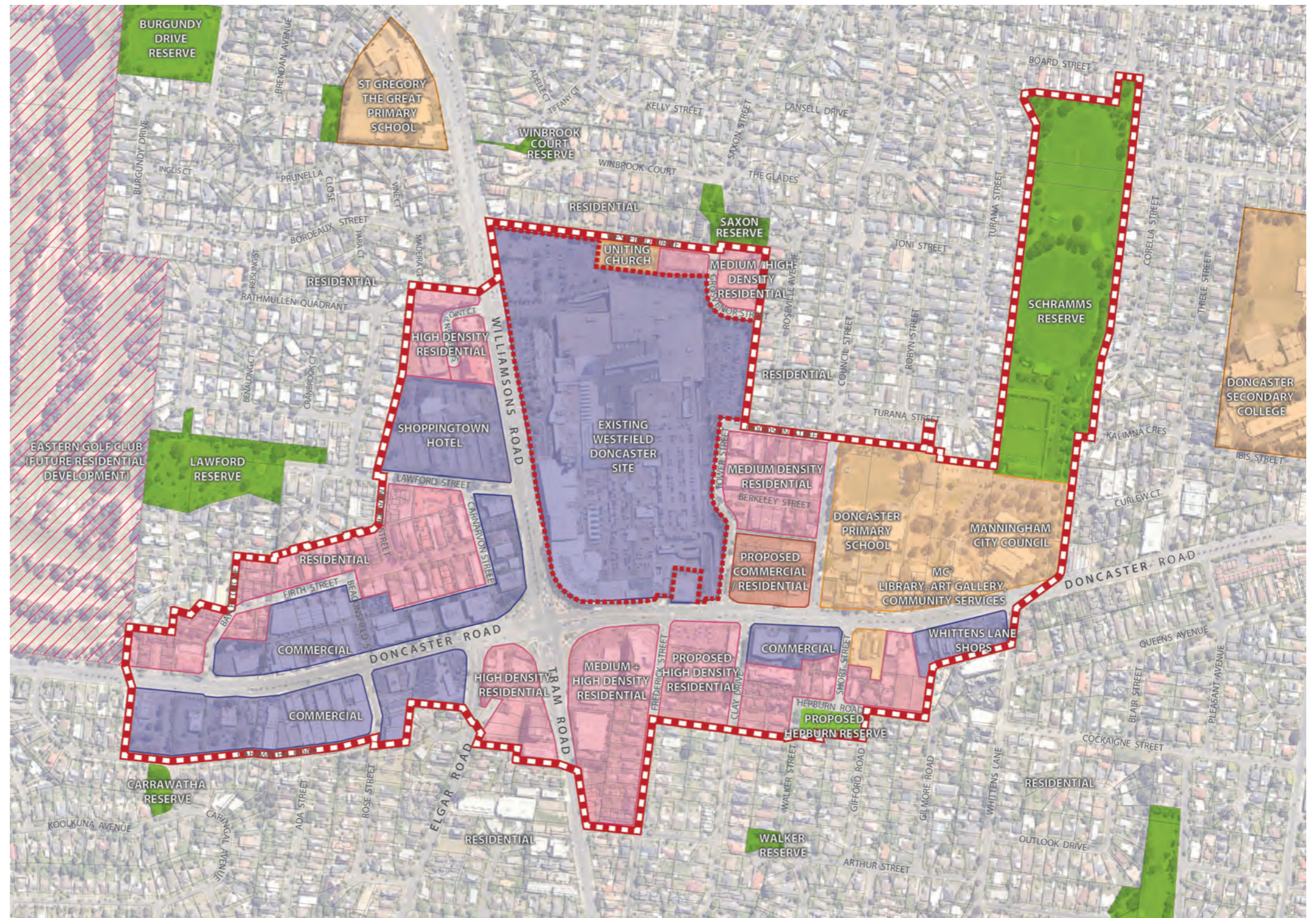


Figure 8: Plan showing Doncaster Hill Activity Centre zone boundary and existing land uses





## 2.3 Site Features and Characteristics

### EXISTING USES

Westfield Doncaster is a major employment and retail node and attracts 16 million customer visits annually. The site currently accommodates a wide mix of uses, as described below:

#### Retail

With over 440 shops across a gross lettable area of 123,026 sqm, Westfield Doncaster is Victoria's third largest shopping complex and is a major draw card for residents and visitors to Manningham and Doncaster Hill.

The size and status of the Westfield Doncaster complex as a regionally significant retail and employment node makes it important to the future growth and development of the Doncaster Hill Activity Centre and the City of Manningham.

#### Bus Interchange

The bus interchange, located on Williamsons Road, currently provides a total of 8 on-site bays over two designated lanes and is served by both SmartBus and metropolitan bus routes.

Entry into the bus interchange is via the southernmost signalised intersection along Williamsons Road, with exit via the northernmost signalised intersection of Williamsons Road. Access via these signalised intersections by buses is currently shared with general vehicular traffic.

#### Car Parking

At present the site provides approximately 4,782 on-site car parking spaces, provided through a mix of both surface car parks and multi-storey car parking buildings.

A permit has been approved by Manningham City Council for a five storey multi-storey car park building to the east of the site. Access to the car park will be provided from Goodson Street and via the existing internal ring road.

#### Commercial Office

Commercial uses on the site are limited, and is centralised to an existing tower located near the existing Williamsons Drive entrance.

### Residential Interfaces

The retail centre is at the heart of the Doncaster Hill Activity Centre, however it does share a number of interfaces with residential areas - in particular to the northern and eastern boundaries of the centre.

The northern interface of the centre, abutting Westfield Drive, is comprised largely of single and double storey detached dwellings, fronting Westfield Drive as a local street. For the north-eastern boundary of the centre, a number of residential properties and a church share a rear boundary fence with the centre. Given the local topography in this area, the levels, viewlines to the centre from abutting residential streets, and interface treatments vary accordingly.

The eastern interfaces between the centre and local streets comprise commercial sites that front Doncaster Road, and largely residential properties north of Berkeley Street. In this area the local topography means the hill falls away from the centre towards the residential street and dwellings. Properties along Roseville Avenue back onto the centre boundary with a shared read boundary and fence, and properties to Tower and Grosvenor front the centre and share a local street interface with the centre. Given the topography, there are viewlines from local streets and dwellings west to the built form mass of the centre. Some of these views are dispersed or screened to some degree by the local mature street trees and trees in private properties.

In a number of locations along the eastern boundary, such as the Grosvenor Street corner and the area where Tower Street fronts the centre, the residential built form is of a higher density and massing. This incorporates typically 4-5 storey built form along Tower Street, and the 'Pearl Doncaster' apartment building to Grosvenor Street of 9-10 storeys.

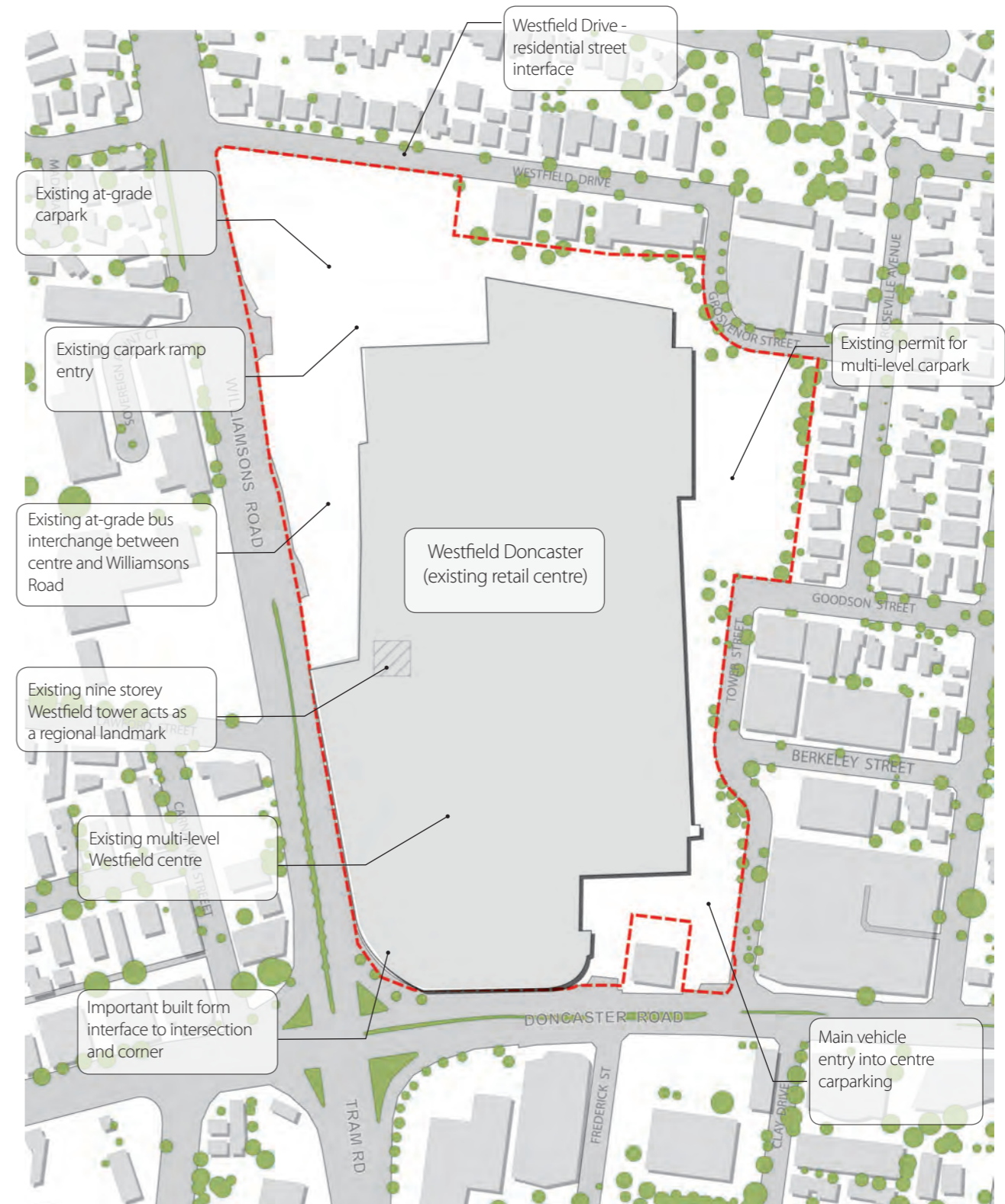


Figure 9: Existing built form





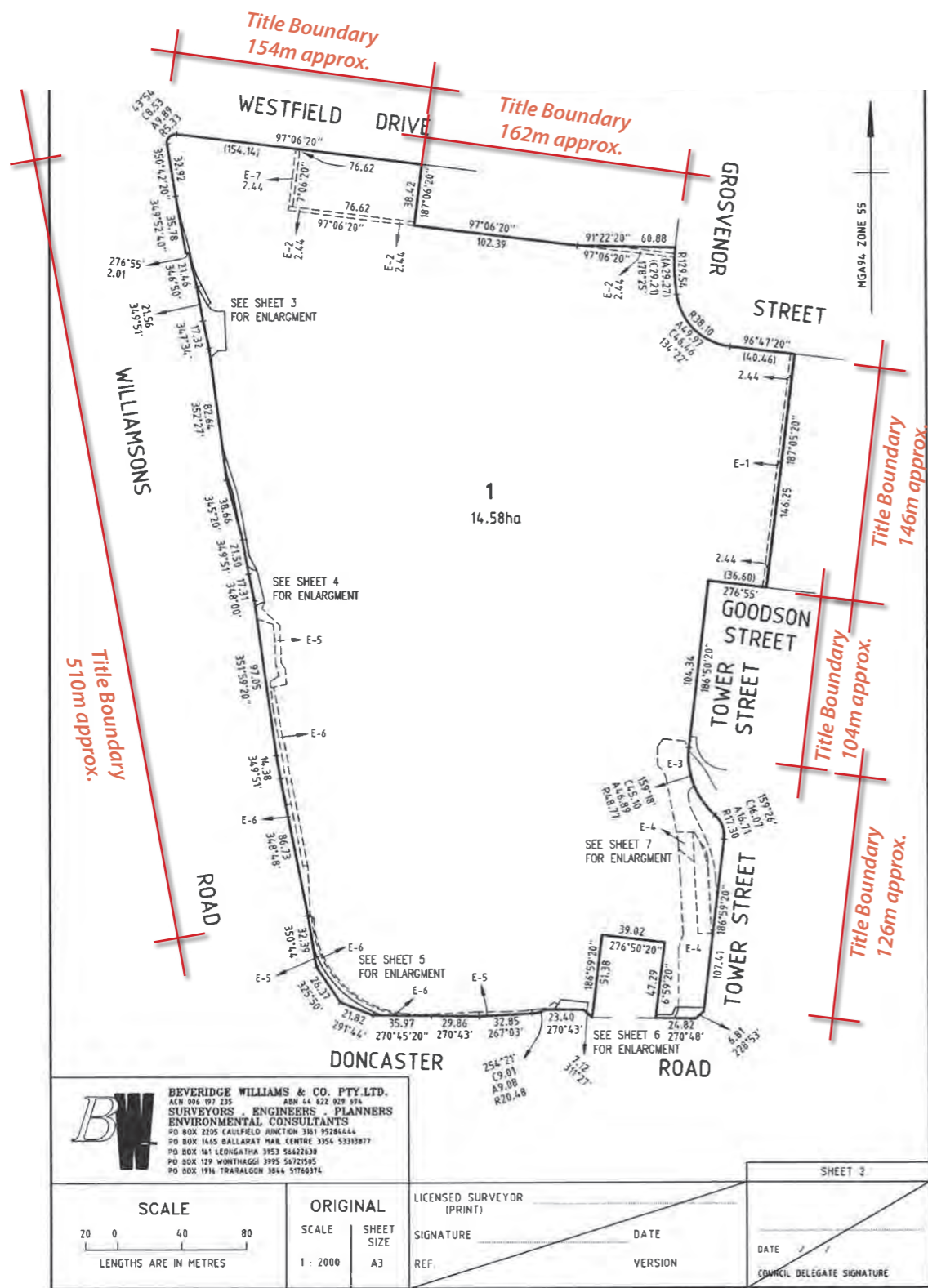


Figure 10: Title Boundaries

<b>PLAN OF SUBDIVISION</b>		Plan Number
UNDER SECTION 32A OF THE SUBDIVISION ACT 1988		<b>PS 626413J</b>



Figure 11: Site and Context Aerial



## BUILT FORM

The Westfield Doncaster complex is comprised of a number of distinct building volumes of different heights and scales. The mix of built form establishes a varied built form character at the site and key elements include:

### Building Heights

- An existing nine storey commercial building (RL151.5) is located near the centre of the Westfield Doncaster site, and visually is the high point of Doncaster Hill. It acts as regional landmark and signifies the role of the complex as an important retail and commercial centre.
- Along Williamsons Road, built form is generally higher, consistent in scale and more articulated establishing a boulevard character along this arterial road. This is further enhanced with landscaping elements.
- Due to the topography of the site, the built form of the complex is prominent and highly visible along Westfield Drive and Roseville Avenue.

### Gateways

- A feature building to the corner of Williamsons Road and Doncaster Road signifies the regional importance and role of the site.
- Surface car parking to the north of the site results in an undefined northern gateway to the Doncaster Hill Activity. This area of land represents a valuable opportunity to develop built form that contributes to the sense of arrival to the activity centre.

### Setbacks and Articulation

- Built form to the north and east of the site are generally bulky in form and dominated with blank walls and car parking structures. This results in little engagement with surrounding built form and character.
- Existing built form setbacks to Westfield Drive at the western end are significant due to the expansive at-grade car park areas between the centre and the streetscape of Westfield Drive.
- Existing built form setbacks to Westfield Drive at the eastern end feature the existing retail centre and carparking areas setback between 15m and 23m (built form is aligned at an angle to the title boundary).
- Existing built form setbacks to the eastern boundary (where it abuts the rear boundary of properties fronting Roseville Ave) are significant. However once the approved multi-level carpark is constructed they will provide setbacks of 8m - 16m to the boundary (built form is aligned at an angle to the title boundary).



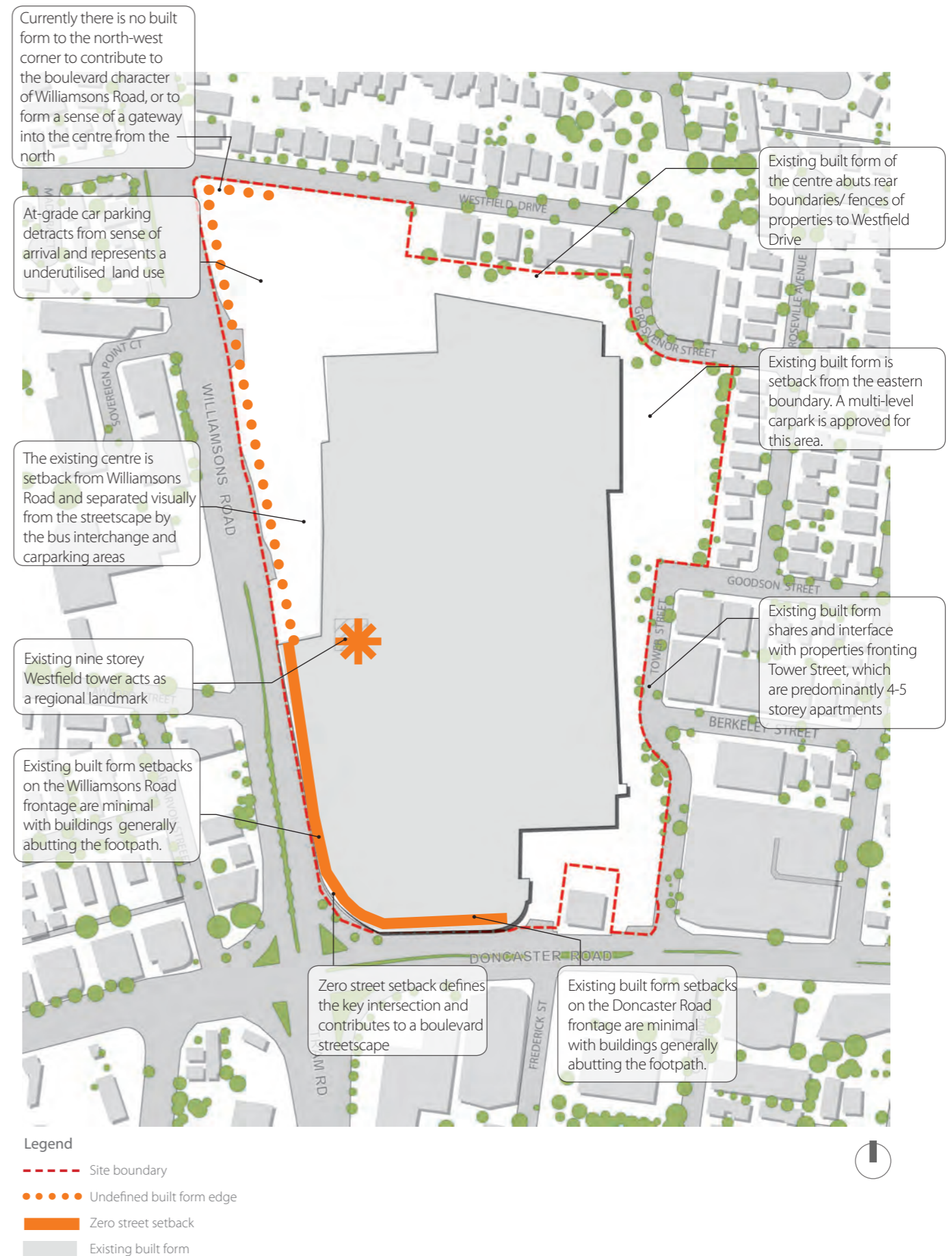
**Figure 12:** Existing higher built form currently located on the site acts as a regional landmark and defines the top of Doncaster Hill.



**Figure 13:** Corner treatment and minimal street setbacks strengthen the boulevard character along Williamsons Road and Doncaster Road.



**Figure 14:** A significant built form setback from Williamsons Road provides limited engagement with the street and results in an undefined northern gateway to Doncaster Hill.



**Figure 15:** Existing built form



*Setbacks and Articulation (contd.)*

- Existing built form setbacks to the centre where it abuts Tower Street vary from 10m - 24m (built form is aligned at an angle to the title boundary),
- Existing built form setbacks on the Williamsons Road frontage are minimal at the southern end and generally the buildings are located to the edge of the road reserve fronting the footpath. At the northern end the retail centre is setback significantly to allow for the existing bus interchange carparking and entry roads/ aisles,
- Existing built form setbacks on the Doncaster Road frontage are minimal and generally the buildings are located to the edge of the road reserve fronting the footpath.

**ACCESS AND MOVEMENT**

Given the role and location of the site within the activity centre, there is a higher level of pedestrian and cycling movement within and through the area compared with surrounding more residential streets and neighbourhoods. However, the slope and local topography of the centre, combined with the nature of a sizeable, internalised retail mall create challenging pedestrian conditions. Pedestrian permeability through the internal areas of the centre is good, however true external public pedestrian connections across the site east-west or north-south do not exist (outside of the internalised mall spaces).

*Pedestrian Movement*

Pedestrian access points into the complex from the surrounding street network are provided in the following locations:

- Designated access across the bus interchange into the western entrance of the building, linked by the street footpath to two pedestrian crossings of Williamsons Road.
- Designated access into the complex from Doncaster Road, linked by the street footpath to a pedestrian crossing of Doncaster Road at Frederick Street, and to the pedestrian crossings at the intersection of Williamsons Road and Doncaster Road.
- A pedestrian walkway from Grosvenor Street, to the north-east of the site, into the complex via the eastern car park.
- A pedestrian walkway from Goodson Street to the east, into the centre via the eastern car park.
- A pedestrian walkway from Tower Street to the east, into the centre via the eastern car park.
- There is currently no pedestrian access from Westfield Drive or areas north of the complex.

There are a number of additional entrances that provide access to the complex's multi-deck car parking areas. There are no external pedestrian routes which cross the entire site, with primary pedestrian networks being located within the Westfield Doncaster complex.

*Bicycle Movement*

No dedicated on-road or shared bike paths currently exist in the immediate proximity of the complex. Williamsons Road and Doncaster Road have been identified as important north-south and east-west linkages as part of the VicRoads PBN.

Bicycle use within the Doncaster Hill Activity Centre is currently very low. This is considered to be due to the terrain, lack of network and facilities that generally users would consider safe, as well as a general lack of end-of trip facilities.

There are opportunities to improve the cycling conditions through the provision of end-of-trip facilities being provided around the site.



**Figure 17:** Existing pedestrian and bicycle networks



**Figure 16:** Many of the complex's entrances are internalised and accessed from car parking areas



### Public Transport

Public transport plays an important role in getting people to the Westfield Doncaster complex and to the wider Doncaster Hill activity centre. It also provides local residents access to major employment and activity centres, including the Melbourne CBD. The wider Doncaster area has well-known limitations and challenges in regards the provision of public transport connection for train or tram services ( which do not exist within the area of the Westfield Centre). As result, all public transport services and connections are provided through buses.

The bus interchange, located on Williamsons Road, currently provides a total of 8 on-site bays over two designated lanes and is served by both SmartBus and metropolitan bus routes.

Entry into the bus interchange is via the southernmost signalised intersection along Williamsons Road, with exit via the northernmost signalised intersection of Williamsons Road. Access via these signalised intersections by buses is currently shared with general vehicular traffic.

In addition to the bus interchange, bus services are also available along Doncaster Road. SmartBus services operate from the Westfield Doncaster transport interchange. These services run later than metropolitan bus services, with services on Monday - Friday running between 5am and 11pm.

### Vehicular Movement

Five vehicular access points are currently provided into the site. Two are located on the Williamsons Road frontage, two are located on the Doncaster Road frontage (opposite Frederick Street and adjacent Tower Street), and a fifth entry is provided from Goodson. Dedicated traffic lights are provided to each of the Doncaster Road and Williamsons Road access points. Truck access to loading bays is via each of the Williamsons Road and Doncaster Road access points.

Recent traffic counts undertaken of the complex's access points indicate a Friday PM peak hour volume of approximately 4,600 vehicle movements, with approximately 5,200 movements occurring during the Saturday midday peak.

### Car Parking

At present the site provides approximately 4,800 on-site car parking spaces, provided through a mix of both surface car parks and multi-storey car parking buildings.

Details are provided below:

- Three separate at-grade car parks are located to the north, east and west of the centre,
- Two are accessible from the Williamsons Road,
- The third car park is accessed from the Goodson Street/ Tower Street entrance,
- At-grade car parking is generally located at a distance from the key pedestrian entries, with limited formalised footpaths and shelter for pedestrians.

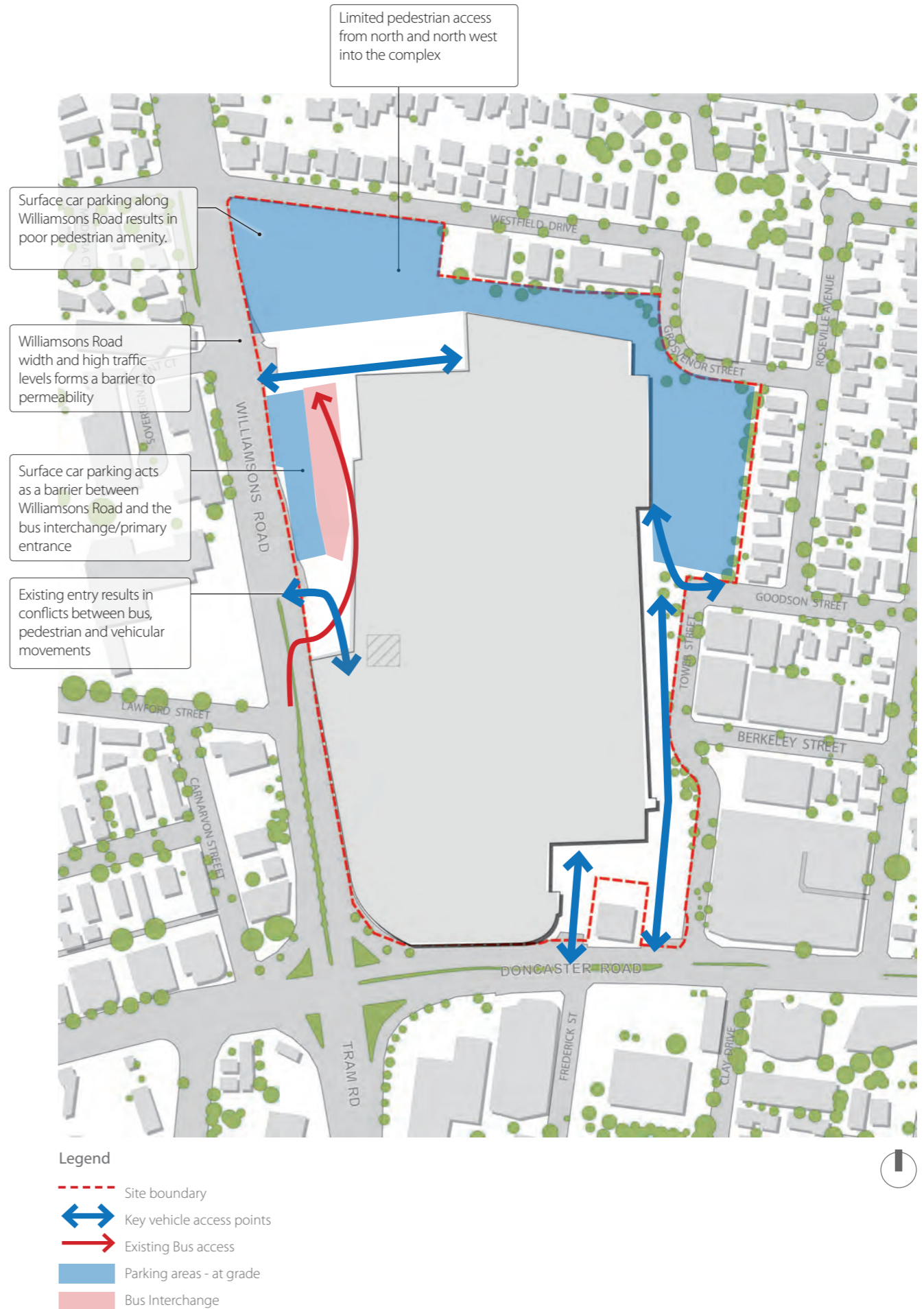
A new multi-deck carpark has been approved for the eastern side of the centre.



**Figure 18:** Buses entering and exiting the bus interchange may conflict with vehicular transport, limiting efficiency and reliability of services.



**Figure 19:** At-grade car parking to the north of the centre and adjacent Williamsons Road dominates the streetscape



#### Legend

- Site boundary
- ↔ Key vehicle access points
- Existing Bus access
- Parking areas - at grade
- Bus Interchange

**Figure 20:** Existing road network and car parking



## TOPOGRAPHY

### Topographic Response

Doncaster Hill is regarded as a local metropolitan high point and has a natural elevation of 127 metres above sea level. The complex is located at the top of Doncaster Hill, giving it a significant visual prominence, particularly from the north and the east of the site.

The dramatic topography of the site has a particularly significant impact on interface conditions to the north and the east. The change in the level between the site and the residential to the north has required the construction of significant retaining walls here, as well as the interface to Grosvenor Street to the north-east. The topography and resulting retaining walls also discourage pedestrian access to the site, particularly from the west and the north, and affect the existing and potential future interface and boundary treatments to carefully consider views and vistas.

### Views and vistas

As a result of its prominent elevated site and the surrounding road network, the centre is highly visible from the many parts of the surrounding residential and commercial areas.

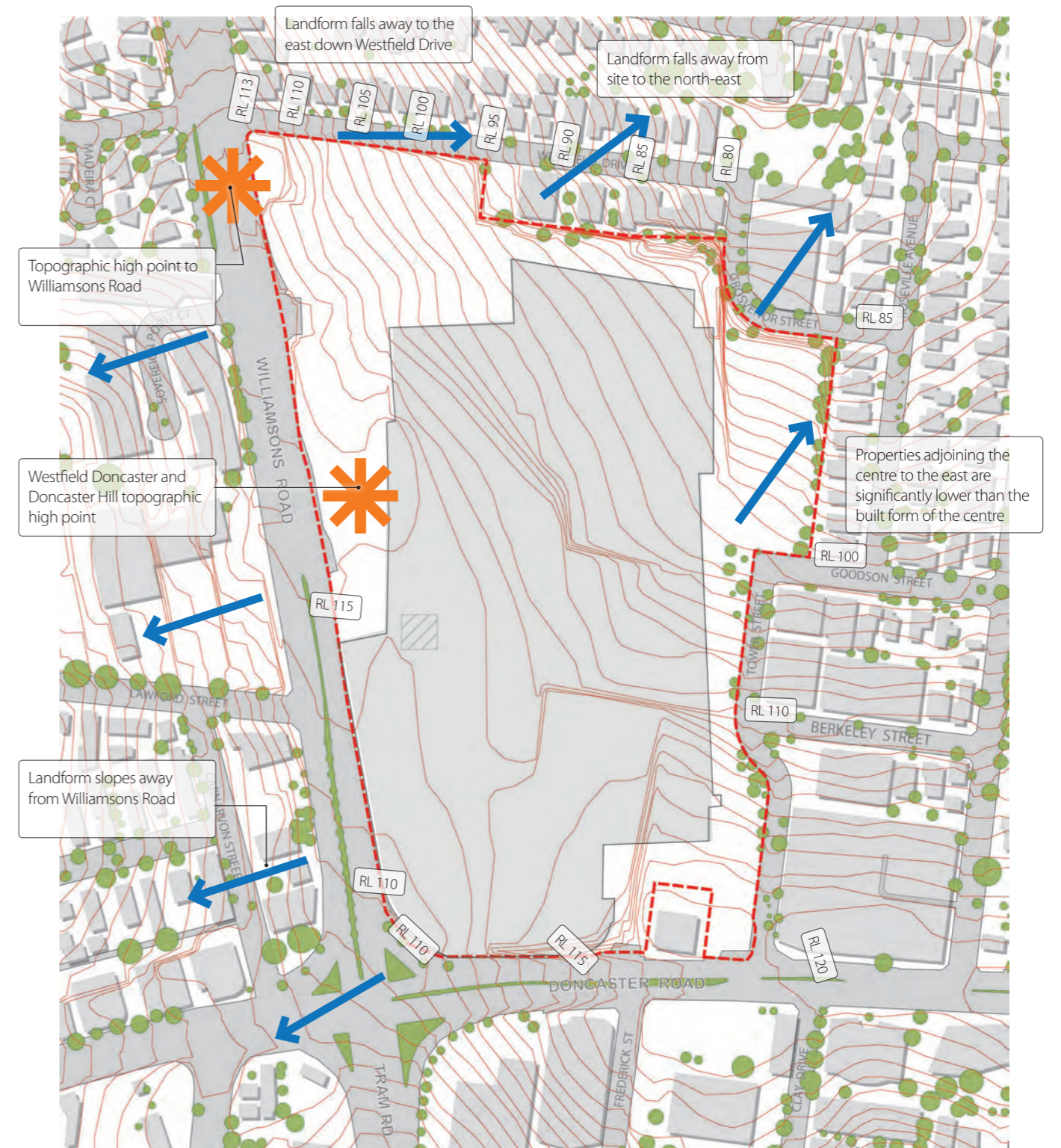
Major aspects towards the site occur:

- looking south along Williamsons Road
- looking east from Doncaster Road
- looking north from Tram Road
- looking west along Doncaster Road

Distant views to Doncaster Westfield also occur across the surrounding suburbs and views from the site extend to the Melbourne CBD (west), the Dandenong Ranges (east), and Kinglake Ranges (north-east).



**Figure 21:** Aerial view of Westfield Doncaster showing sloping nature of Doncaster Hill and views towards Melbourne CBD west of the site.



**Figure 22:** Analysis of topography and views/vistas





**Figure 23:** Public seating and landscaping treatment along Williamsons Road



**Figure 24:** There is little engagement between the primary pedestrian entrance and the bus interchange

## PUBLIC REALM

The public realm spaces at Westfield Doncaster are focused primarily along Williamsons Road and Doncaster Road. In particular, the bus interchange area on Williamsons Road is a public space with a distinct function and significant daily and weekly public use.

The public realm on Doncaster Road has been developed in accordance with the City of Manningham's standard palette of pavements and urban furniture for Doncaster Road within Doncaster Hill.

Public realm on Williamsons Road is primarily focused between the front entrance and the street edge - in many cases these are primarily movement zones due to their limited scale and role of linking people between carparking zones, the bus interchange, retail centre entries and the footpath. Planting, seating and dedicated pedestrian zones are provided.

### Bus Interchange

The bus interchange at the complex is the major public transport hub for Doncaster Hill. However it is isolated from the internal activity of the complex - flanked by blank walls to the east and at-grade car parking to the west, and with little shelter or sense of enclosure for users. These conditions contribute to a reduced perception of safety and activity at the interchange.

### Materials

The character of the public realm is influenced by the urban landscape elements including:

- Use of exposed aggregate coloured concrete pavements which characterise the general public realm on the Williamsons Road frontage
- Textured planting forms at the pedestrian level, referencing the thematic use of Canary Island palms and providing a visual character distinct from other areas of the site.
- Use of standard City of Manningham thematic site furniture

## LANDSCAPING

As a result of its extensively built up nature, significant vegetation is limited to the edges of the site. Most of the landscaping in the public realm consists of considered, low level planting with some feature, mature trees particularly along the Williamsons Road interface.

Key existing plantings, or planting themes, include:

*Phoenix canariensis* (Canary Island Palm) along Williamsons Road.

The row of palms along Williamsons Road, between the Doncaster Road intersection and the bus interchange entry has long been a distinctive, almost iconic, element of Doncaster Hill. On this basis this row of trees was reinstated as part of the most recent centre expansion in 2008.

*Phoenix canariensis* (Canary Island Palm) at the Williamsons Road bus interchange

The row of palms referred to above intensifies to become a cluster around the bus interchange, signifying this point as a significant centre entry. Some of these palms pre-date the previous centre expansion, while others were relocated to this location as part of the expansion.

*Pyrus "Capital"* (Flowering Pear) and *Platanus acerifolia* (London Plane) along Doncaster Road.

These species were established by the City of Manningham as the thematic planting to be installed along Doncaster Road, and were installed in this location as part of the 2008 centre expansion. The species continue around the Doncaster Road / Williamsons Road intersection before meeting the Phoenix canariensis row referred to above.

*Corymbia citriodora* (Lemon Scented Gum) at Williamsons Road access road.

This intersection is marked by three large and visually prominent *Corymbia citriodora*. These trees have been previously identified by the City of Manningham as having local significance.

*Scattered trees within north-west car park.*

A number of mixed eucalyptus species, and a single *Phoenix canariensis*, are scattered through the car park at the corner of Williamsons Road and Westfield Drive. None of these trees has great significance either visually or environmentally, although the single *Phoenix canariensis* would have potential to augment other palms located across the site.

*Corymbia citriodora* and mixed understorey along Tower Street

*Corymbia citriodora* were planted as canopy trees, with a mixed non-indigenous native understorey, along the eastern access road as part of the 2008 centre expansion. This planting has been successful in establishing a landscape which provides both a strong visual character and a sense of "buffer" along the eastern edge of the site. While of a different character this landscape is in some ways as strong an edge as the Canary Island palms which define the western site boundary.



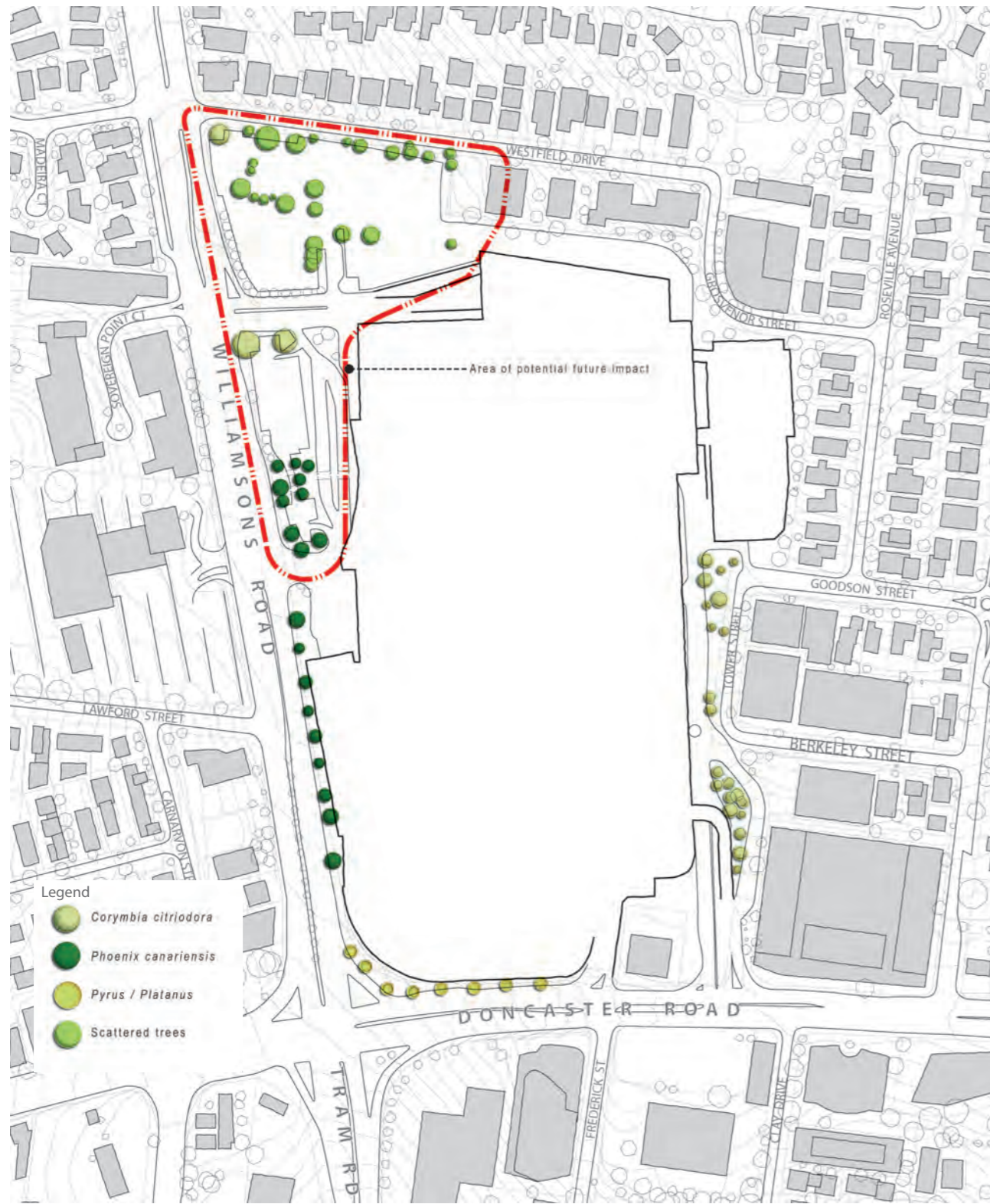


Figure 25: Existing tree location plan



Figure 26: Existing Lemon Scented Gums located within existing surface car park area along Williamson's Road



Figure 28: Existing row of Canary Island Palms contributes to the streetscape character of the complex



Figure 27: Landscaping treatments installed as part of the complex's expansion in 2008 enhance the boulevard treatment of Williamson's Road and Doncaster Road



Figure 29: Landscaping zone along Williamson's Road, adjacent to the bus interchange breaks up the public realm and enhances the visual amenity of the primary pedestrian entrance

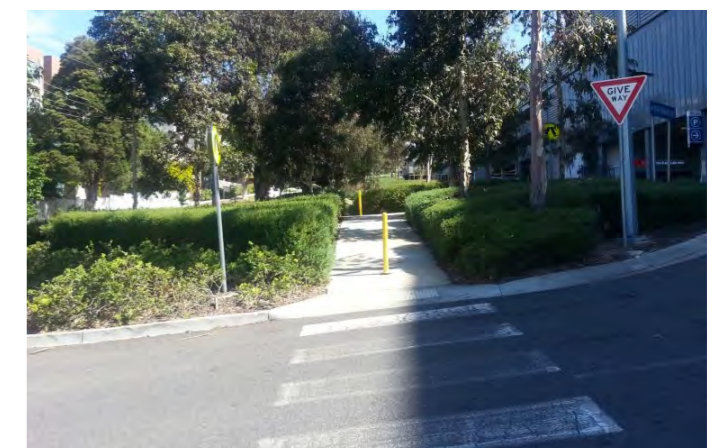
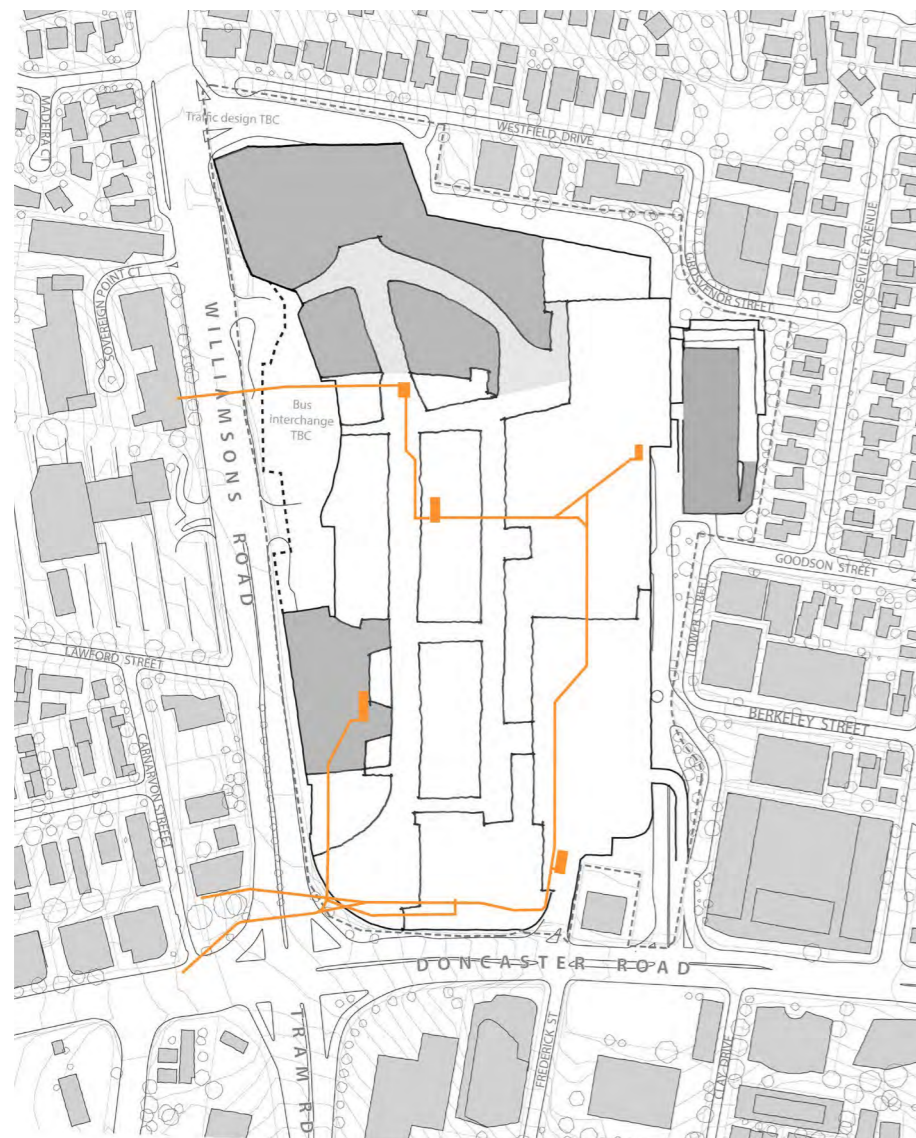


Figure 30: Landscaping zone located along Tower Street



## INFRASTRUCTURE

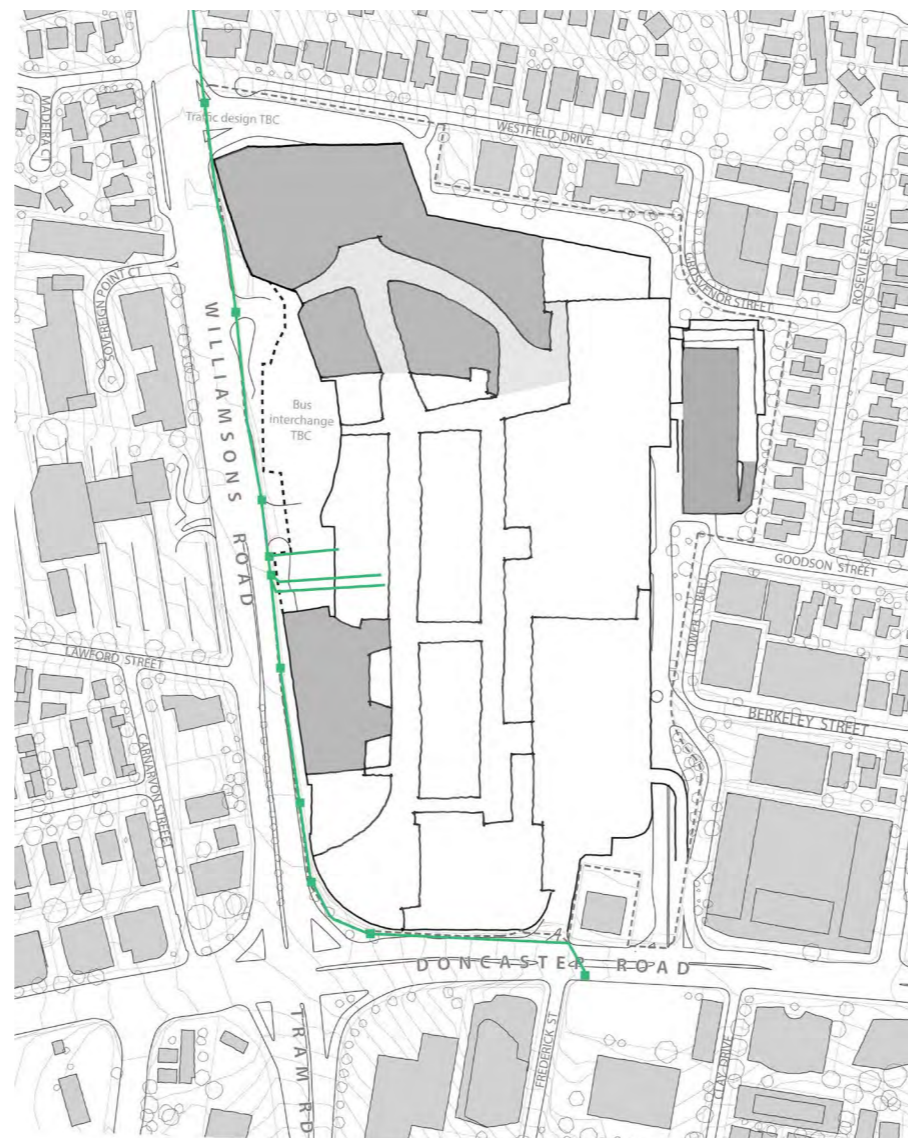


### Legend

Existing Power Network

### Power

United Energy is the governing authority for the management and production of power in the Doncaster area. To confirm the required works that would need to be undertaken for provisioning of power, a detailed feasibility study would need to be undertaken. Regardless, it is understood that it is likely that new High Voltage infrastructure would be required to accommodate the proposed development.

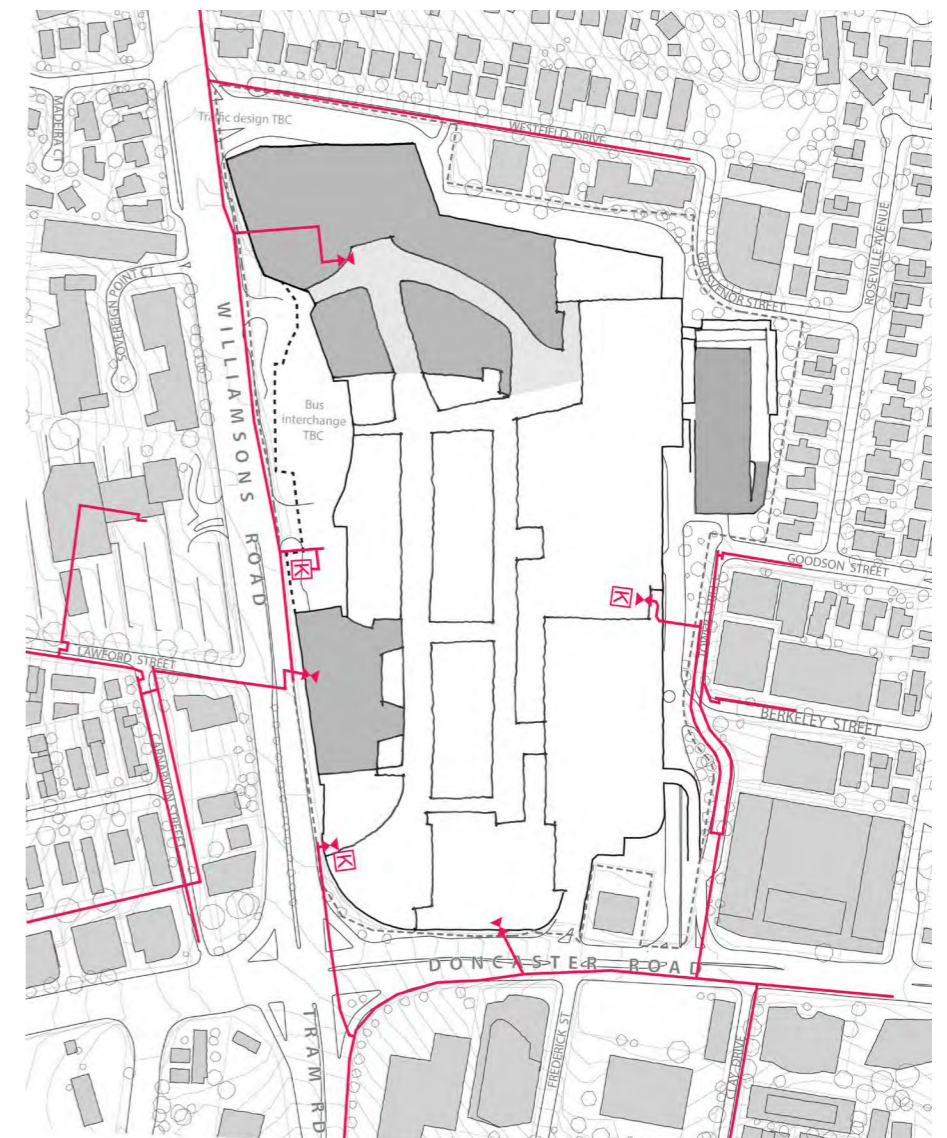


### Legend

Existing telecommunications Network

### Telecommunications

Telstra currently service the development. Should additional connections be required new lead in cable will need to be installed and would need to be coordinated with Telstra. There appears to be NBN in some locations within the surrounding suburbs and as the development progresses we will seek advice from NBN to determine the feasibility of enabling this infrastructure in the centre.



### Legend

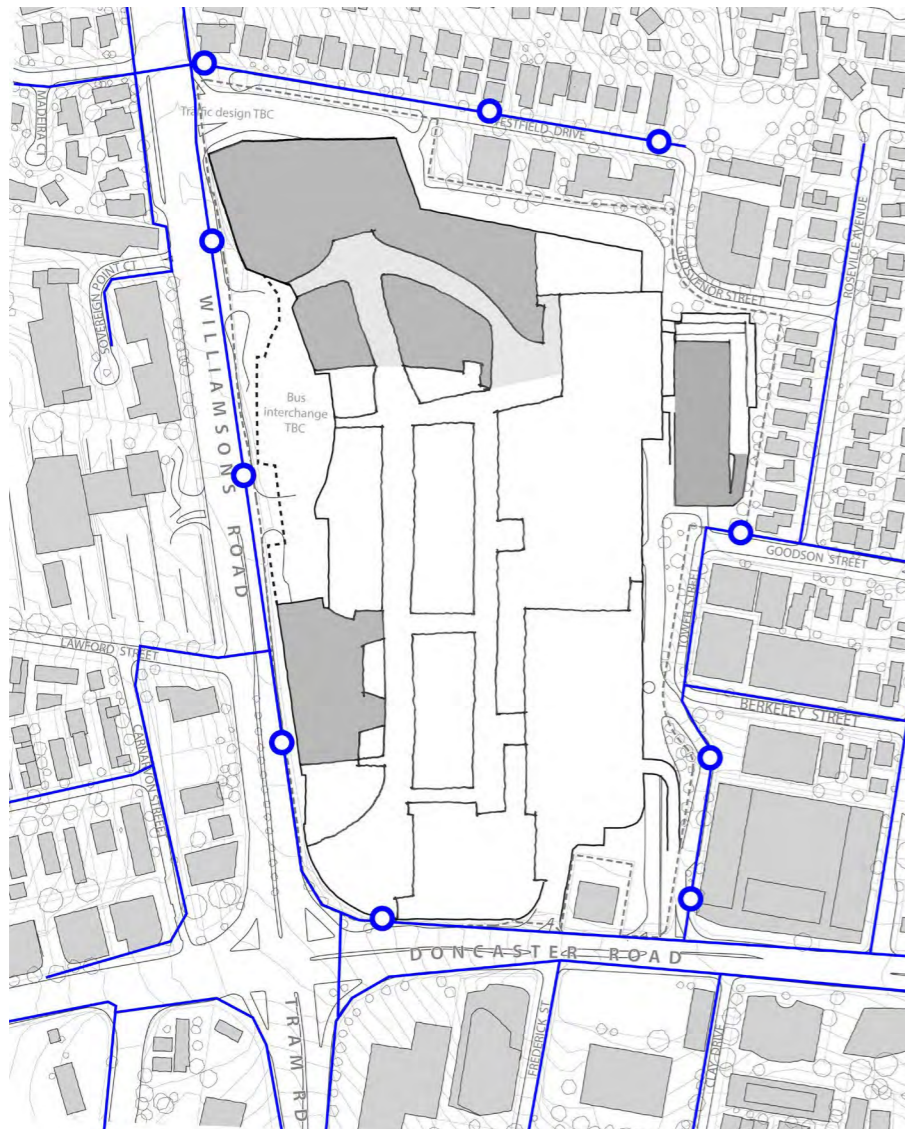
Existing Gas Network

### Gas

Multinet Gas own and maintain the mains gas reticulation in the area. An approach to the authority will need to be undertaken to establish that the existing network has sufficient capacity to support the proposed increase in gas usage for the development. The existing gas supply pipes servicing the existing shopping centre are located in Doncaster Road and Williams Road. It is not expected at this stage that access to gas will be a significant constraint to this development.







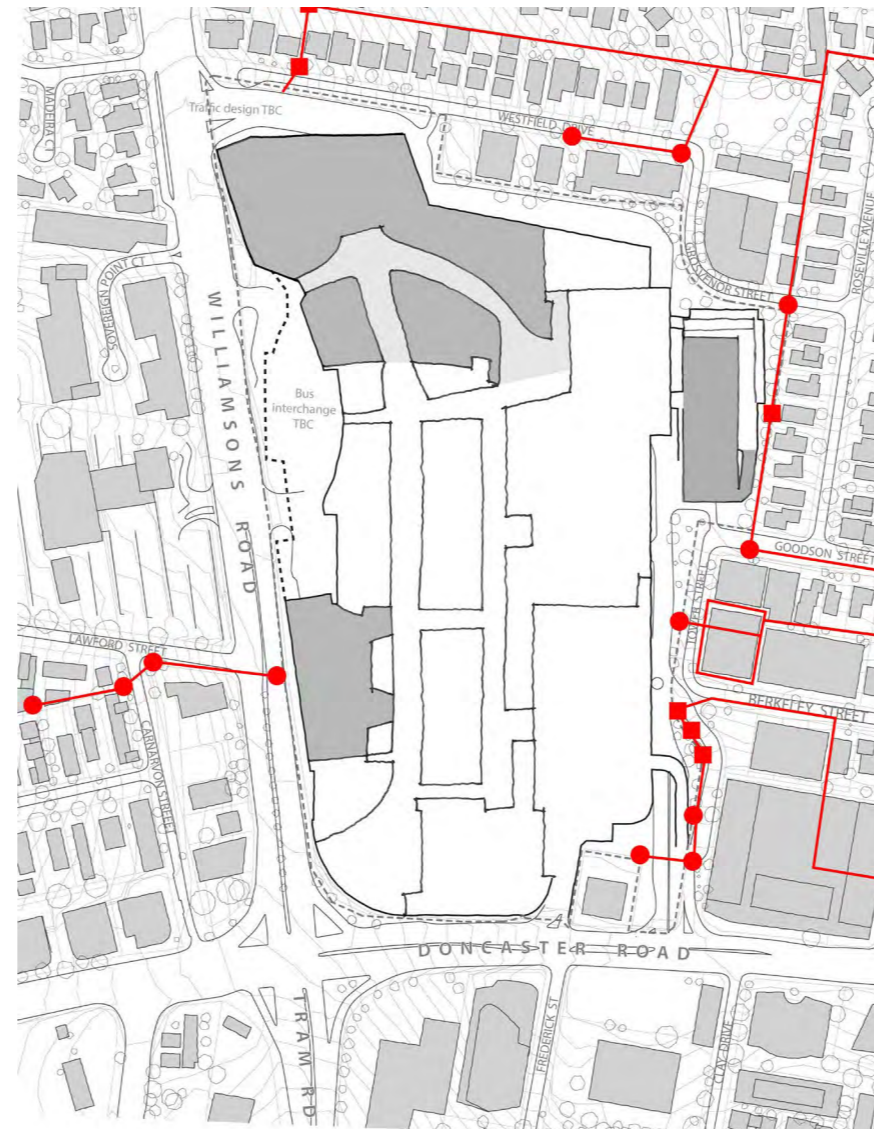
Legend

Existing Water Network

Water

To accommodate the proposed development, and increase in water supply will be required. An approach to Yarra Valley Water will be required to establish site servicing and infrastructure requirements. Authority headworks charges may also be applicable for the increase in water demand. The site is currently serviced with water and fire service connections from Doncaster Road and Williamson's Road.

Fire Hydrants and Fire Hose Reels will be extended from the existing shopping centre infrastructure. It is not expected that any major upgrades will be required. An assessment of the suitability and condition of the existing hydrants pumps will need to be investigated.

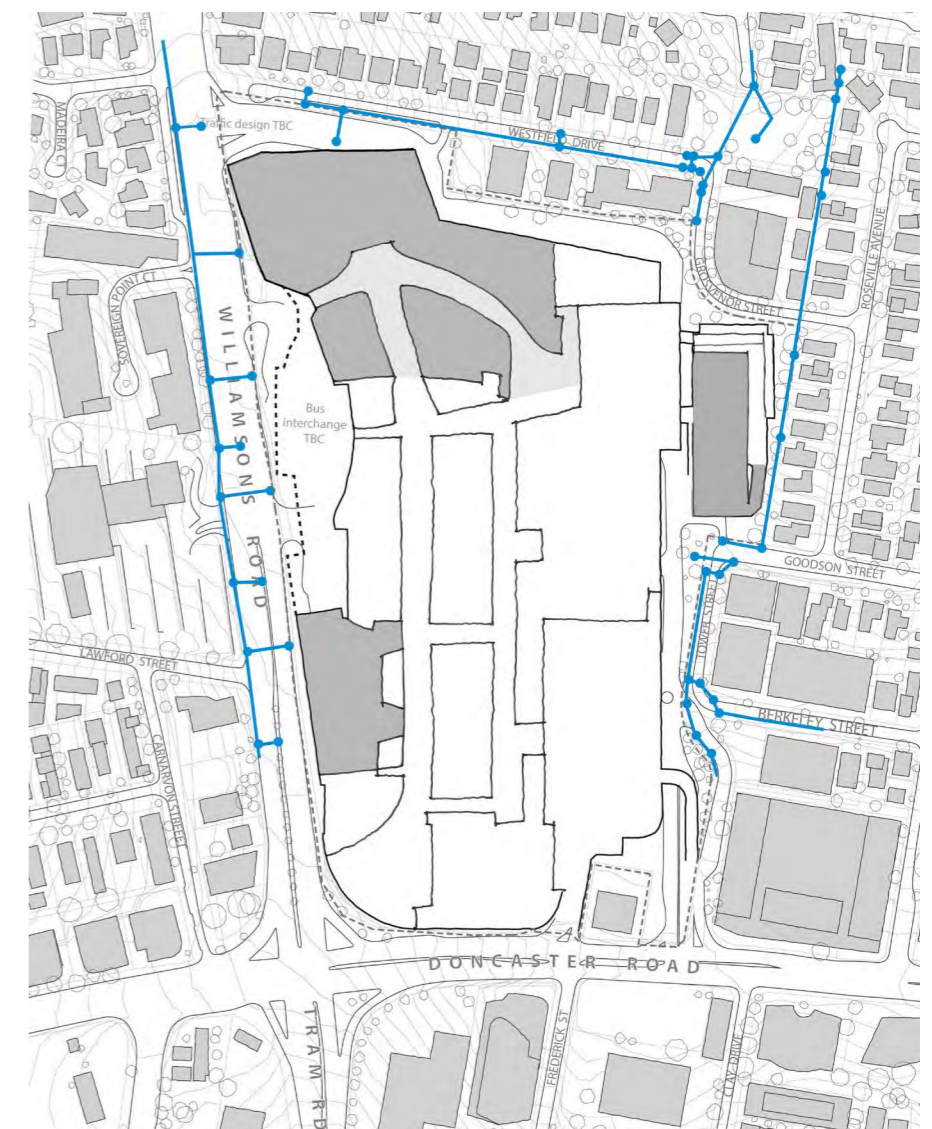


Legend

Existing Wastewater Network

Wastewater

The increase in proposed development area will result in an increase in waste water discharge from the site. An approach to Yarra Valley Water will be required to establish site servicing and infrastructure requirements. Authority headworks charges may also be applicable for the increase in waste water discharge.



Legend

Existing Stormwater Network

Stormwater

The requirements for stormwater catchment and run-off requirements will need to be established with Manningham City Council and undertaken by a civil engineer.











**Figure 31:** Existing landscaping treatments along Williamsons Road

## 3. DEVELOPMENT PLAN

### 3.1 Background

This section sets out the urban design vision, principles, strategies and development criteria applicable for any future development at the Westfield Doncaster complex.

The structure and content of this section is consistent with the requirements of Schedule 4 to the Development Plan Overlay, which affects the site.

The vision, strategies and outcomes sought by the Doncaster Hill Strategy have been significant in the formulation of the vision for the future of the complex and are consistent with the strategies identified as part of the Development Plan. The timeframe for the Development Plan is anticipated to be approximately 10-15 years.

### 3.2 Urban Design Vision

To guide the future development of the site, a vision has been established for Westfield Doncaster. Formed through careful consideration of the existing physical, environmental and economic context and with due regard to existing planning policies, the vision of the Development Plan is as follows:

*To create a vibrant, world-class retail and commercial complex at the heart of the Doncaster Hill activity centre that offers a diverse mix of activity, transport, and employment opportunities to improve and meet the needs of the growing residential and worker population.*

*Westfield Doncaster will be distinctive in scale and form to signify the regional significance of the complex, and built form will reinforce the Doncaster Road and Williamsons Road boulevards and establish a defined gateway to Doncaster Hill. Pedestrians, cyclists and public transport users will be prioritised through improved public realm along key roads, a new entry forecourt, and an upgraded bus interchange.*

The Development Plan must address the following objectives for the future use and development of the site:

- *To provide for future use and development of the land in accordance with the Doncaster Hill Strategy, the Activity Centre Zone, and the State and Local Planning Policy Frameworks.*
- *To recognise the key role that the site plays in the Doncaster Hill activity centre.*
- *To provide an economically viable and sustainable precinct with retail, commercial, community and entertainment uses that meet local and regional expectations and demand.*
- *To provide flexibility to respond to retail and employment trends.*
- *To provide a high-quality urban design outcome and improved streetscapes and interfaces with residential areas.*
- *To minimise off-site amenity impacts associated with future development.*
- *To encourage the development of a gateway / marker building at the south-east corner of Westfield Drive and Williamsons Road.*
- *To improve the pedestrian, cyclist and public transport accessibility into the centre and end-of-trip facilities, as a means of promoting environmental sustainability and walkable neighbourhoods.*
- *To upgrade the existing bus interchange abutting Williamsons Road to improve access, capacity, the visual presentation, integration and functionality of the facility.*
- *To provide sufficient car parking for staff and customers.*
- *To provide for safe and efficient traffic movements within and around the centre*

### 3.3 Development Principles

A set of urban design principles have been established to further articulate the vision and guide the redevelopment of the centre. Key design outcomes relating to each principle are also identified and have, in turn, informed the Development Plan and future strategy for the centre.



***“celebrate the prominence of Doncaster Hill”***

*Acknowledge and reinforce the prominence of Doncaster Hill as a regionally significant activity centre through land uses and built form.*



***“ensure better engagement of the complex with the surrounding area”***

*Address and engage with the roads and streets that surround the site and establish street level activation and engagement where possible.*



***“make it easier and more enjoyable to move around the site by foot”***

*Ensure that pedestrians can access and move around the site via a clear, safe and pleasant network of paths and road crossings.*



***“define the northern gateway to Doncaster Hill”***

*Establish an arrival experience to Doncaster Hill from the north, and highlight its importance as a retail and employment activity centre.*



***“support high quality public realm”***

*Incorporate a high quality public realm that is focused around the bus interchange and forecourt to Westfield Doncaster.*

#### WHAT THIS MEANS FOR WESTFIELD DONCASTER

The boulevard of Williamsons Road is supported and reinforced.

Visual amenity of the Westfield Doncaster centre to the prominent public edge of Williamsons Road is improved.

Shops engage with, and activate the Williamsons Road interface where possible, particularly at key pedestrian entry points or public spaces.

Public surveillance to the bus interchange and complex entrances is to be increased.

Existing footpaths are improved for pedestrians, and additional crossings enable pedestrians to directly access new entrances to the north and east of the site.

Existing pedestrian entrances to the retail centre are improved to provide more direct and safer access.

A gateway building is established to the north-western corner of the site, designed and located to signify the regional importance of Westfield Doncaster.

The landmark building supports the Doncaster Hill Strategy by creating a gateway to the core of the activity centre along Williamsons Road and has regard to the residential interface along Westfield Drive.

Boulevard treatments along Williamsons Road are reinforced.

Large areas of at-grade car parking relocated underground or into multi-storey car parks.

Facilities for bus interchange users are improved in conjunction with improvements for pedestrians.





**“support increased bicycle access in, and around Doncaster Hill”**

Positively influence bicycle mode share in the area through the provision of end of trip facilities and safe and direct access for cyclists.



**“enhance the efficiency and reliability of bus services to and from the complex”**

Upgrade the layout and access of the bus interchange by limiting conflicts with pedestrians and vehicles.



**“consolidate vehicular access and movement around the complex”**

Rationalise vehicular entrances along Williamsons Road to minimise conflicts with bus, pedestrian and bicycle movements.



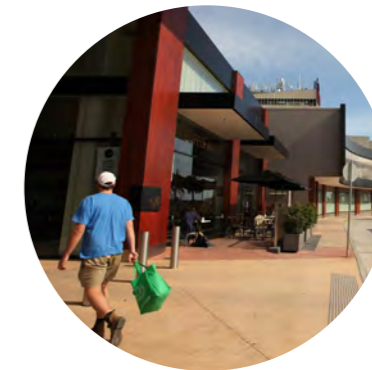
**“minimise at-grade parking visible from public realm”**

Minimising at-grade parking by establishing car parking structures with convenient access to the complex.



**“reinforce the Williamsons Road boulevard”**

Ensure built form, landscaping and activity nodes contribute to a boulevard streetscape character along Williamsons Road.



**“make great places and spaces for shoppers, workers and local residents”**

Provide for a mix of activity, transport choices and recreation uses that facilitate diversity and options for visitors and workers.

**WHAT THIS MEANS FOR WESTFIELD DONCASTER**

Bike parking is located within close proximity of key entrances and activity nodes. This will include a bike pod with end of trip facilities which may be included as part of the bus interchange.

Direct links are established to the local Doncaster Principal Bicycle Network.

Buses are provided with dedicated access points into and out of the centre and bus layouts which enable efficiencies in the loading and unloading of passengers.

A new high quality bus interchange which gives bus users weatherproof, shaded and comfortable user experience and public spaces.

Reduced conflicts between buses, pedestrians and cars.

New signalised intersection along Williamsons Road that provides dedicated access to the complex.

Consolidation of vehicular entrance to visitor car parking on Williamsons Road with Westfield Drive.

Basement and multi-storey parking options with high quality facade treatments replace surface parking to the north and east of the site.

The Williamsons Road street interface is reclaimed for public realm paths and spaces, and retail tenancies fronting the street where possible.

Strategies for built form along the Williamsons Road interface that activate and contribute positively to the public realm. Built form that responds to existing heights, with sufficient space for landscaping treatments that enhance the boulevard.

Diverse land uses through the provision of commercial, recreational and community spaces such as a public forecourt and outdoor dining opportunities.

Interesting, engaging and comfortable public spaces for people to use, that contributes positively the streetscape of Williamsons Road.

### 3.4 Concept Plan

This concept plan outlines the potential built form, traffic, landscape and public realm features that will guide the future development of the Westfield Doncaster complex. It has been informed by the vision for a mixed use village at Doncaster Hill which supports a diverse mix of activity, transport, and employment opportunities.

A brief summary is provided in this section with further detailed descriptions provided in the remainder of this chapter. The development represented here is schematic only and does not represent the final built form profile at the site, which will be subject to a subsequent planning permit application with Council.

#### Land Use

- Expansion of existing retail levels to the north of the site, increasing the retail net lettable area by approximately 43,000 square metres. This will allow for additional mini-major tenancies (generally between 500-2,000 sqm) and an additional discount department store at the complex,
- Approximately 18,000 square metres of additional commercial office space to support increased employment opportunities at the centre,
- Community space of at least 100 sqm,

#### Built Form

- A key feature of the concept plan is the commercial gateway building to the north-west of the site. This will be located within tower with a maximum height of 10 storeys above the retail podium and provide a gateway to the north-west corner of the activity centre,
- Built form will be established along Williamsons Road to provide active ground floor interfaces in appropriate locations and enhance the boulevard character of the street,

#### Movement and Transport

- Enhanced and expanded bus interchange to accommodate additional, more efficient services, with dedicated signalised access from Williamsons Road,
- Increased pedestrian crossings on Williamsons Road to facilitate ease of movement from nearby residential areas, located to provide direct access between the complex and surrounding destinations,
- Removal of traffic signals at Fredrick Street and a signalised pedestrian crossing reinstated,

- Consolidated northern vehicular entrance along Williamsons Road to minimise conflicts with buses, bicycles, and pedestrians. This will include the closure of Westfield Drive, with vehicular movement redirected to the proposed northern accessway,
- New secondary pedestrian accessway located off Westfield Drive to enhance accessibility for residents on adjoining streets to the north,
- Provision of bicycle parking and end of trip facilities near entrances and key activity nodes,
- A total of 7,430 car spaces are proposed to be provided under post-development conditions. This will be provided in a mix of basement and multi-storey parking configurations,
- Provision of dedicated service areas away from main pedestrian areas and public realm spaces.

#### Public Realm & Landscape

- New entry forecourt area on Williamsons Road of approximately 400 sqm to provide direct access between the street and the complex's primary pedestrian entry and establish a highly active public realm space,
- Acoustic treatments along the site's northern boundary and along shared boundary to Roseville Street properties to mitigate traffic noise,
- Potential rooftop activity or retail located above bus interchange, linked to the commercial gateway building,
- Retention of existing palm trees where possible, but relocated to reinforce boulevard planting along Williamsons Road,
- Landscape treatments to provide better interface outcomes to adjacent properties,
- Acoustic walls to the north of the site along Westfield Drive, comprising of a solid screen of approximately 4.5 metres to minimise traffic noise impacts to existing residents. An opening in the wall is proposed to facilitate access to Westfield Drive and retain public access from Williamsons Road.

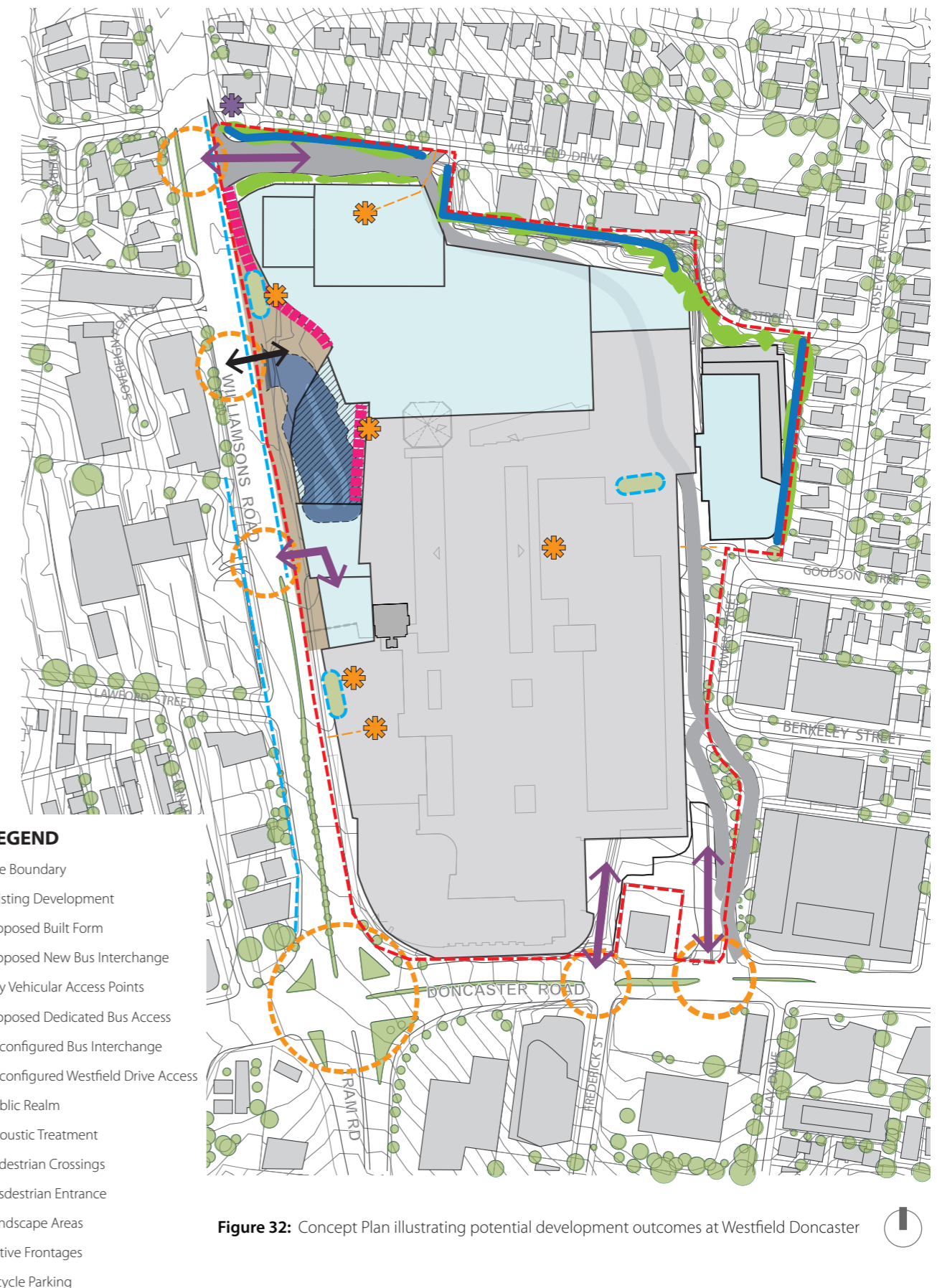


Figure 32: Concept Plan illustrating potential development outcomes at Westfield Doncaster







**Figure 33:** Example of active ground floor podium with tower above in key gateway location. Utilise similar treatments along Williamsons Road gateway.



**Figure 34:** Generate activity near entrances to create vibrant public realm spaces particularly on Williamsons Road and along entry forecourt edges



**Figure 35:** Establish entry forecourt on Williamsons Road and incorporate active uses to create a vibrant space with direct access to the bus interchange and complex entry



**Figure 36:** Respond to changing built form character occurring in Doncaster Hill with appropriate massing, scaling of built form elements and articulation.



**Figure 37:** Potential to establish an upper level dining terrace to activate upper levels and establish activity on Williamsons Road.



**Figure 38:** Upgraded and relocated bus interchange to enable direct access to Williamsons Road, entry forecourt and complex and improved bus and pedestrian environment.



### 3.5 Built Form and Envelope Plans

The built form and envelope plan illustrates the proposed changes and additions to the built form of the Westfield Doncaster centre. There is an opportunity to further enhance the built form character of Doncaster Hill through high quality, contemporary architecture and treatments to set the direction and character for future built form in the activity centre.

The majority of proposed built form additions are in the north-western corner of the site, along the Williamsons Road interface at the northern end, and some limited carpark additions to the eastern side.

The redevelopment of the north western at-grade car park offers an opportunity to further enhance the boulevard character of Williamsons Road, which represents the major northern entry to the Doncaster Hill activity centre. This area of land represents a valuable opportunity to develop built form that contributes to the sense of arrival to the activity centre. The establishment of a continuous built form edge provides consistency along the streetscape and can provide better outcomes for pedestrians through activated frontages and passive surveillance.

Key components of the envelope plan include:

- A new commercial gateway building above the retail podium level to the north of the site. A maximum possible height of RL166 applies, allowing for up to ten storeys above the retail podium level. Deep setbacks from the site boundaries provide a transition of built form,
- A new proposed retail envelope up to a maximum height of RL136 to the north of the site, recessed from Williamsons Road and Westfield Drive to minimise visual impact and provide a transition from the commercial gateway building to the adjacent residential dwellings,
- Retail podium level along Williamsons Road and to the north of the site facing Westfield Drive, with a maximum envelope height of RL127. This accommodates up to two levels of retail along Williamsons Road,
- An open public realm forecourt area to the Williamsons Road interface, to provide primary access to complex,
- Opportunity for upper level uses above the bus interchange, with a maximum height of RL127,
- New carparking levels up to a maximum height of RL121 to the eastern multi-storey car park. An approved maximum height of RL107.6 currently applies, with additional upper levels generally setback from the approved footprint to provide a built form transition to adjacent residential dwellings,
- Expansion of the existing cinema with a maximum height of RL135 adjacent to the existing Westfield Tower and RL137 to the north and fronting Williamsons Road.

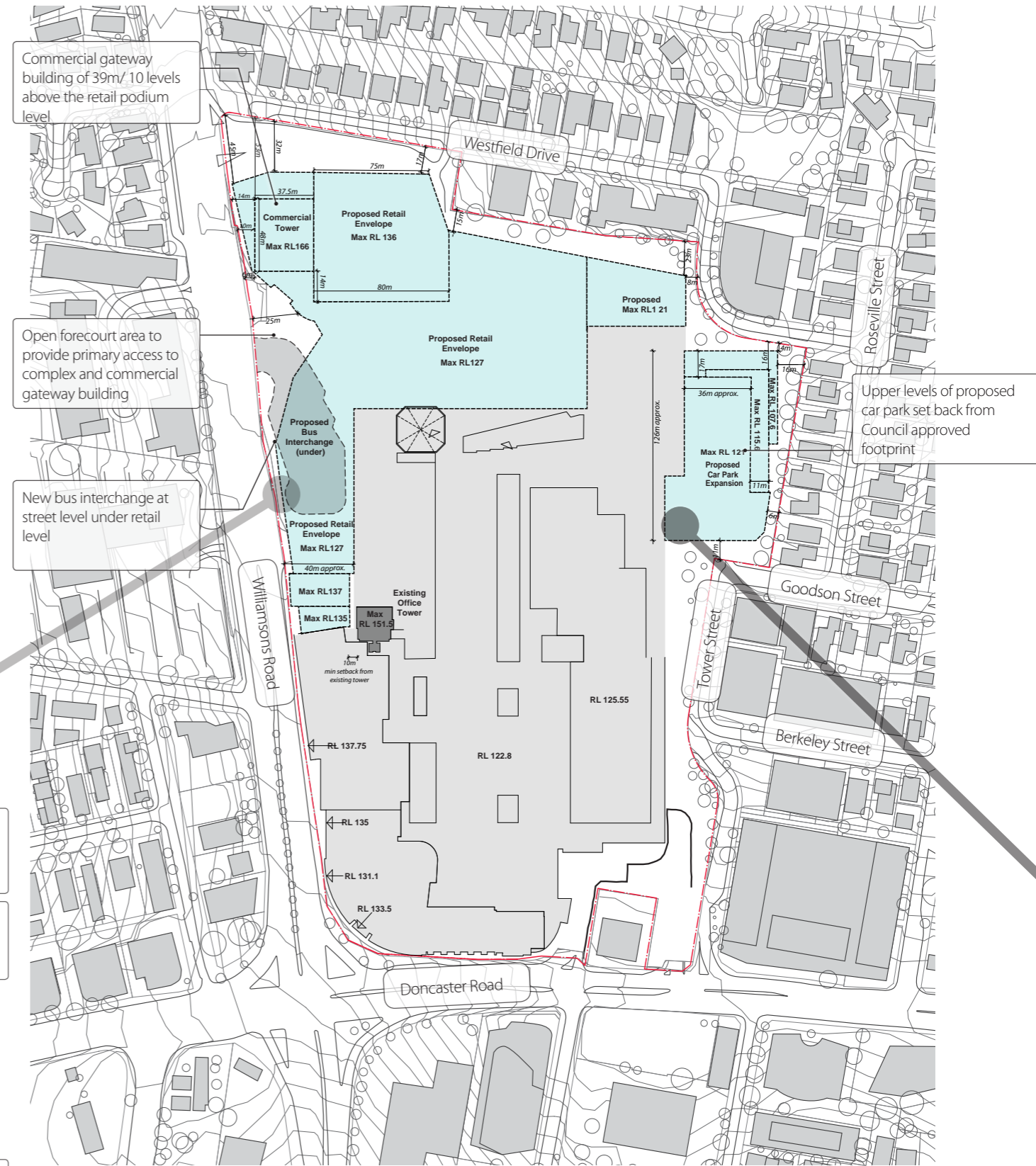
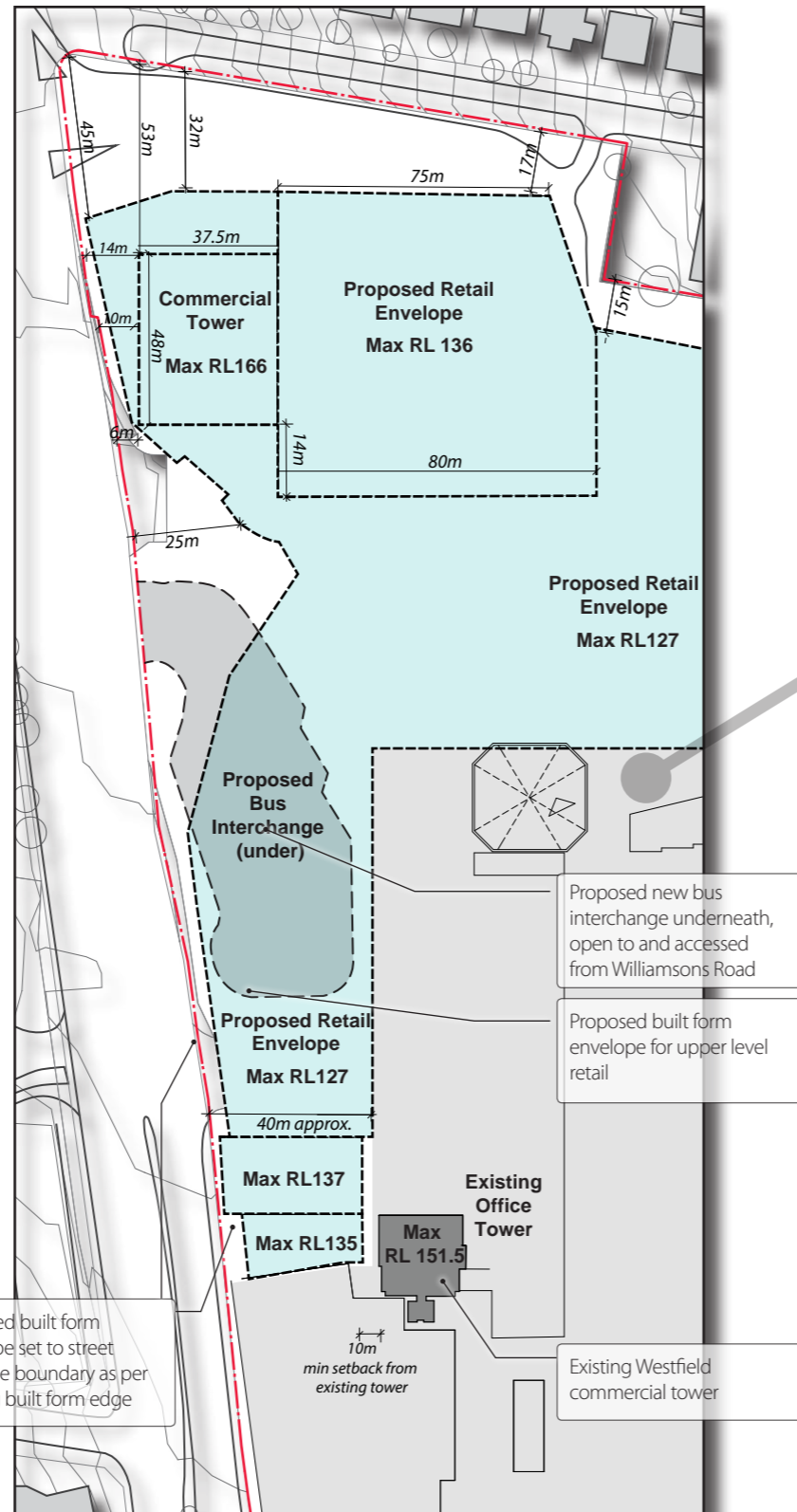


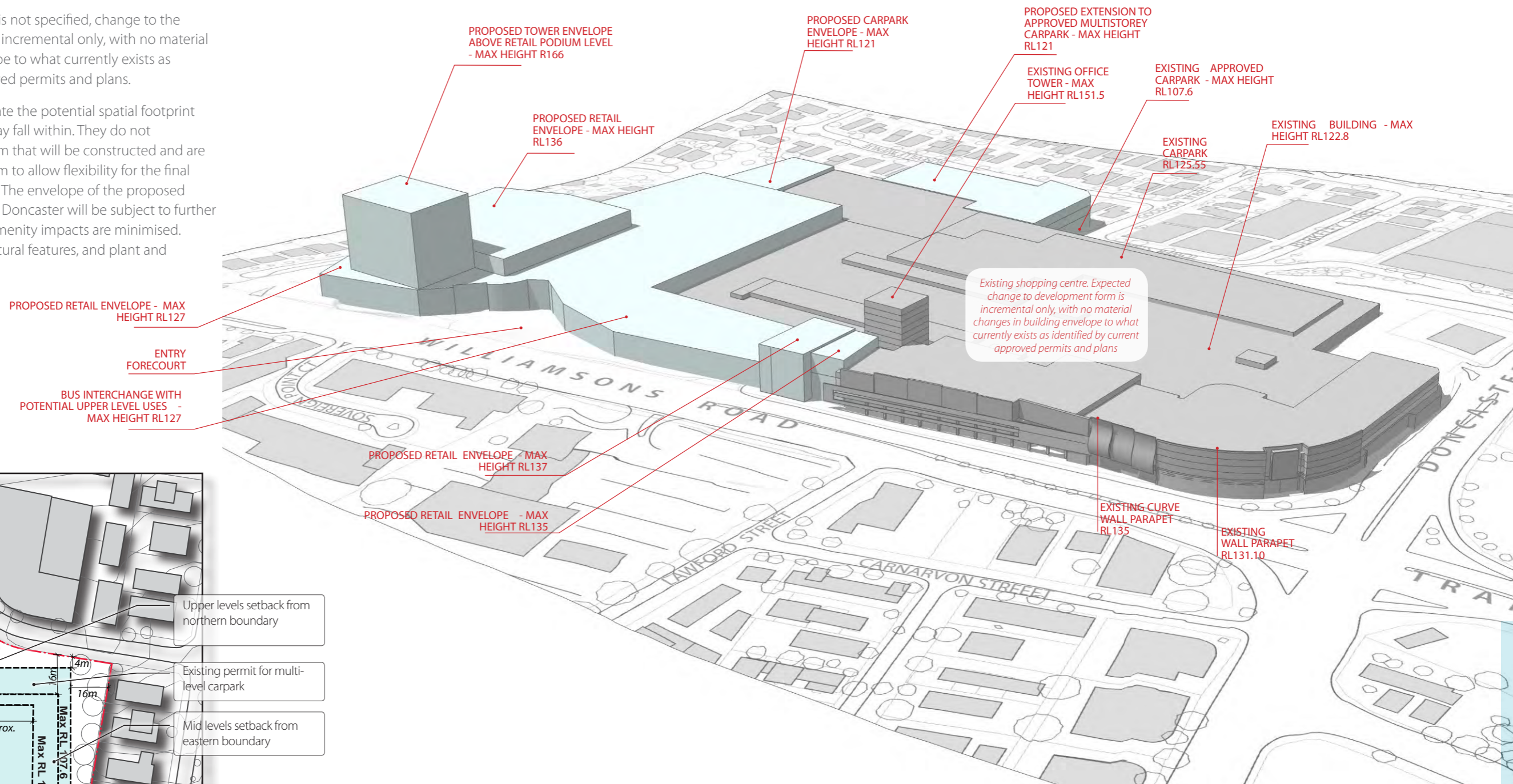
Figure 39: Indicative built form envelope plan

Figure 40: Zoom in view of the Envelope Plan around the Bus Interchange

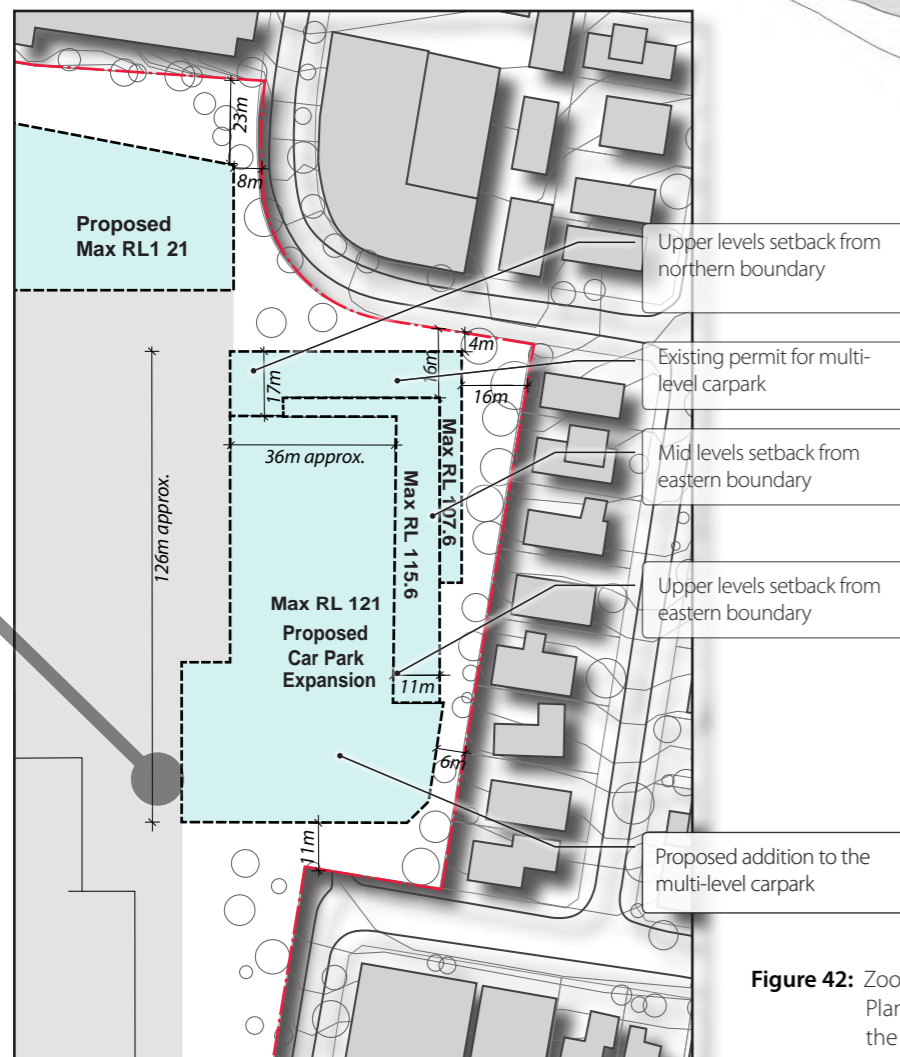


Where a building envelope is not specified, change to the built form is expected to be incremental only, with no material changes in building envelope to what currently exists as identified by current approved permits and plans.

These envelope plans indicate the potential spatial footprint that proposed built form may fall within. They do not illustrate the actual built form that will be constructed and are deliberately simplistic in form to allow flexibility for the final design of the development. The envelope of the proposed redevelopment at Westfield Doncaster will be subject to further detailed design to ensure amenity impacts are minimised. All heights exclude architectural features, and plant and equipment.

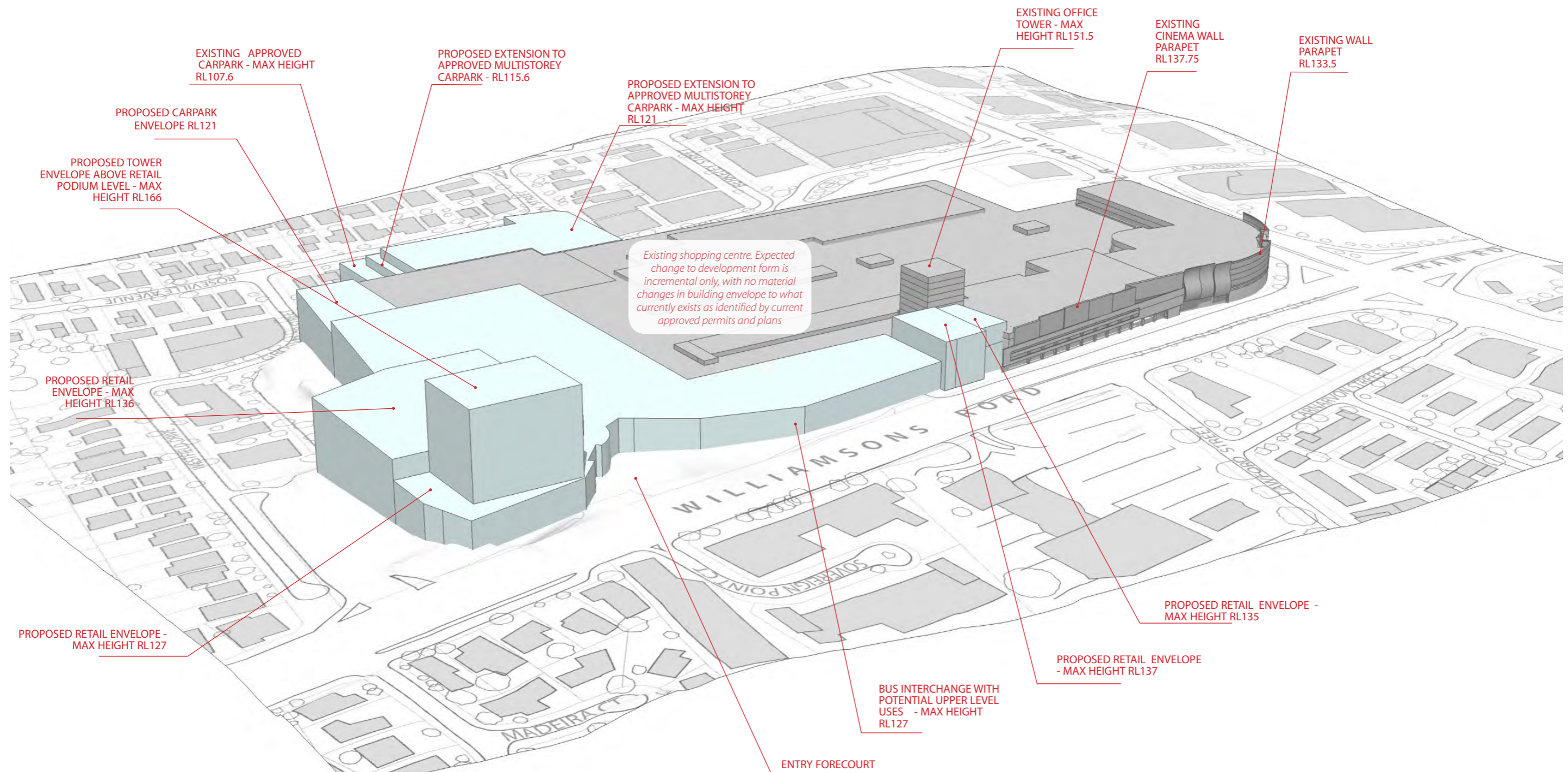


**Figure 41:** Perspective view of Indicative envelope plan, looking north-east across the site



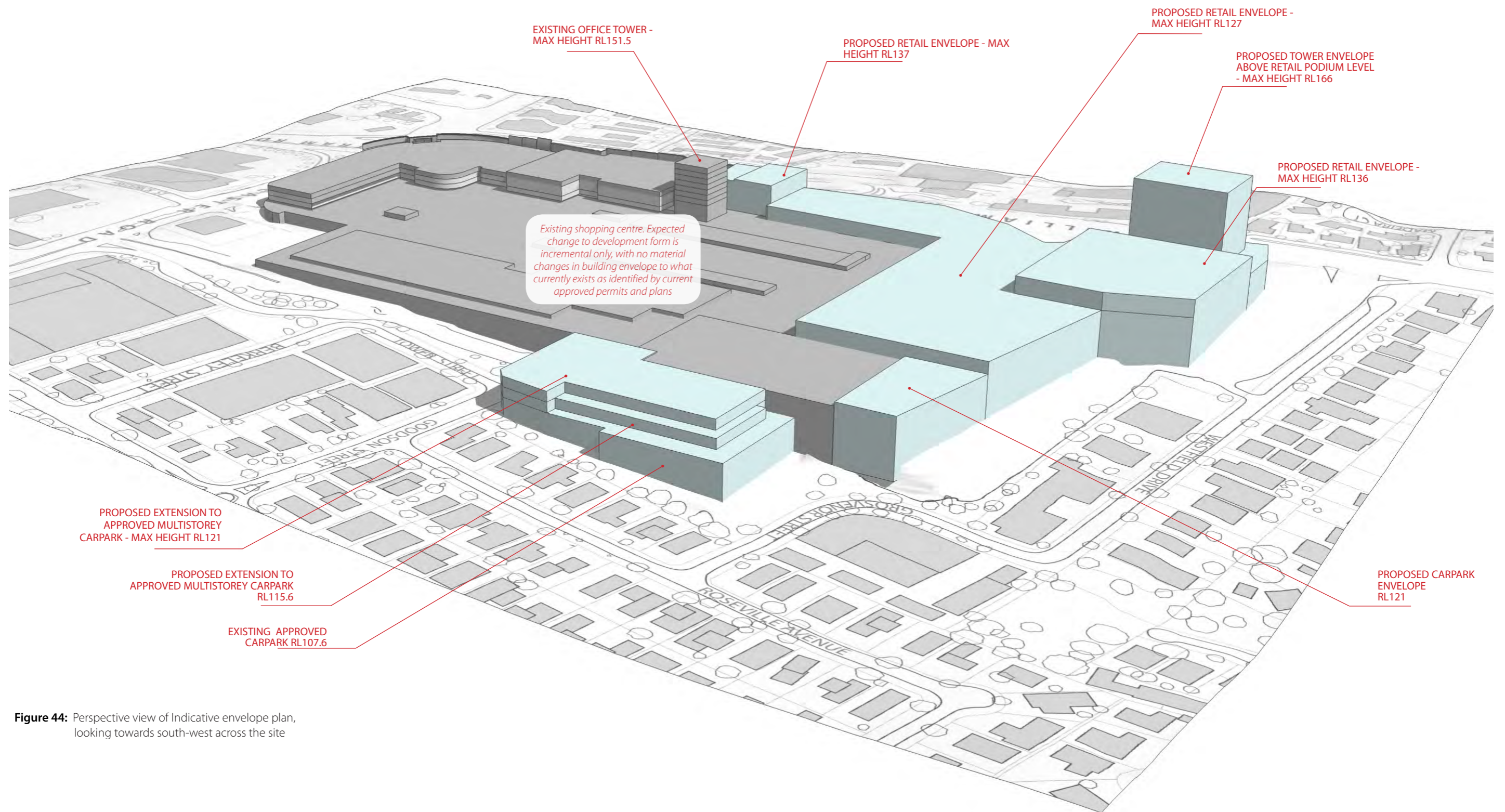
**Figure 42:** Zoom in view of the Envelope Plan around the extension to the multi-level carpark





**Figure 43:** Perspective view of Indicative envelope plan, looking south-east across the site





**Figure 44:** Perspective view of Indicative envelope plan, looking towards south-west across the site

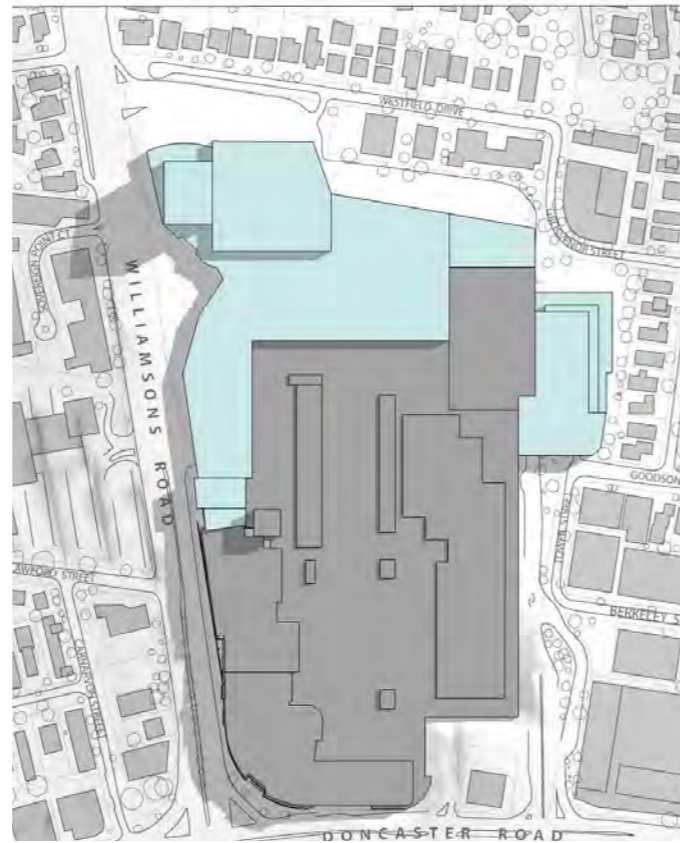


## ENVELOPE PLAN SHADOW STUDIES

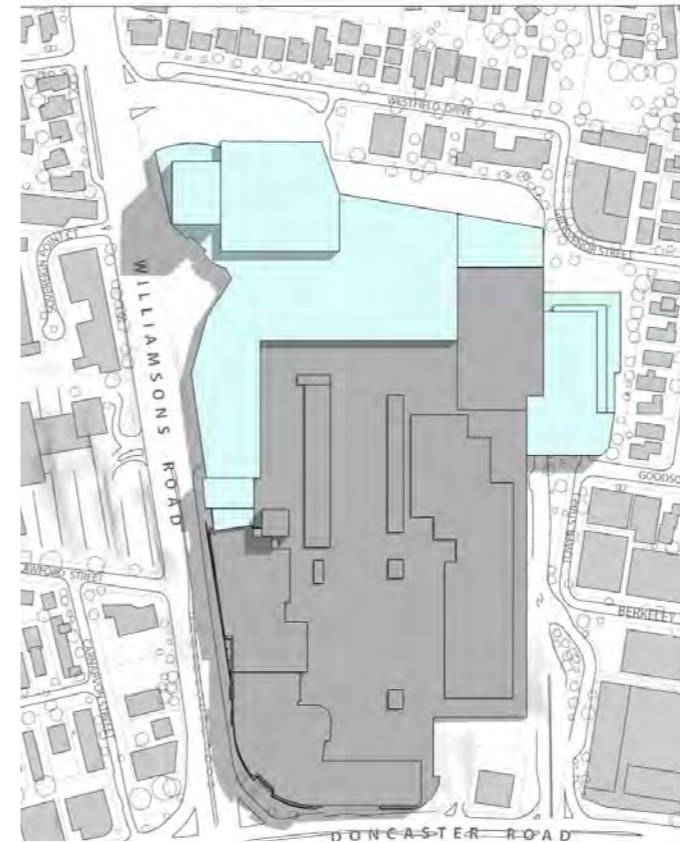
These diagrams show shadows cast by the building envelope as measured at the spring equinox (22 September) and the winter solstice (21 June), between 9.00am and 3.00pm.

These do not represent an accurate depiction of the actual overshadowing that will occur on the site. Detailed design phases will further refine the form and scale and the final footprint of a new building will be positioned within the envelope plan. However, this exercise illustrates that the envelope will not have unreasonable shadow impacts to adjacent residential interfaces.

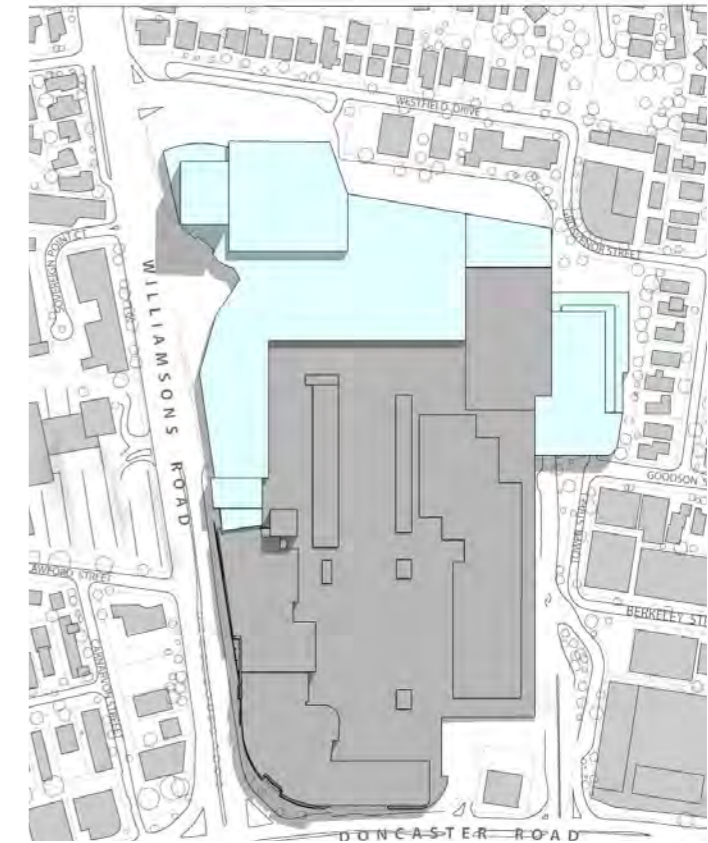
Further modelling of any shadowing should be demonstrated at the planning permit phase. These diagrams should also illustrate general compliance with the design guidelines above.



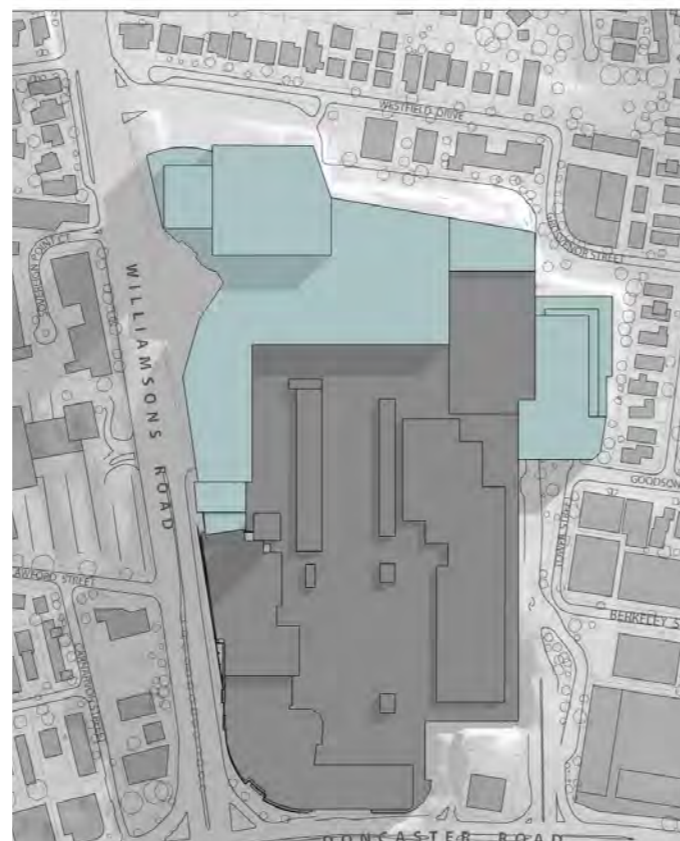
22 September - 9.00am



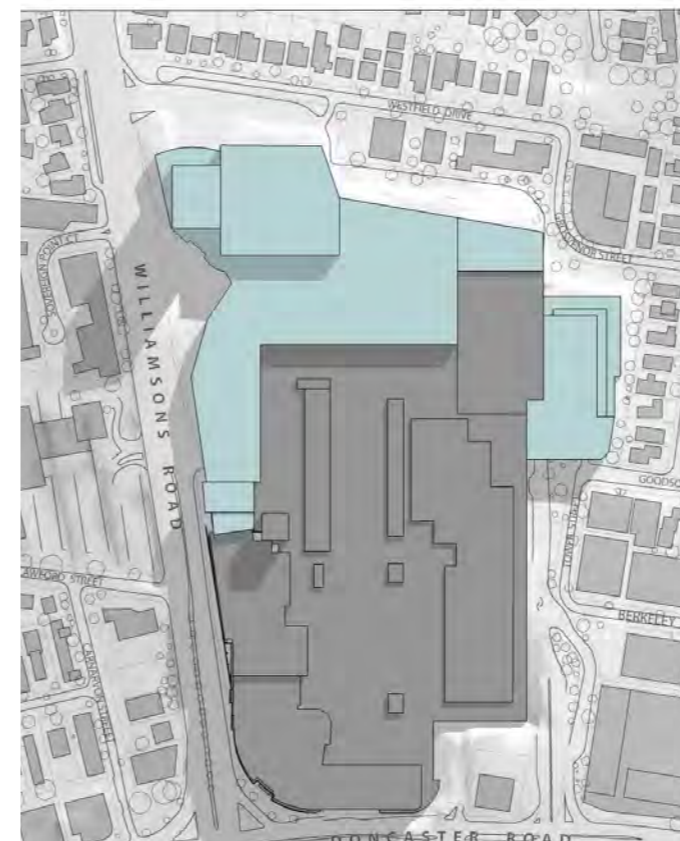
22 September - 10.00am



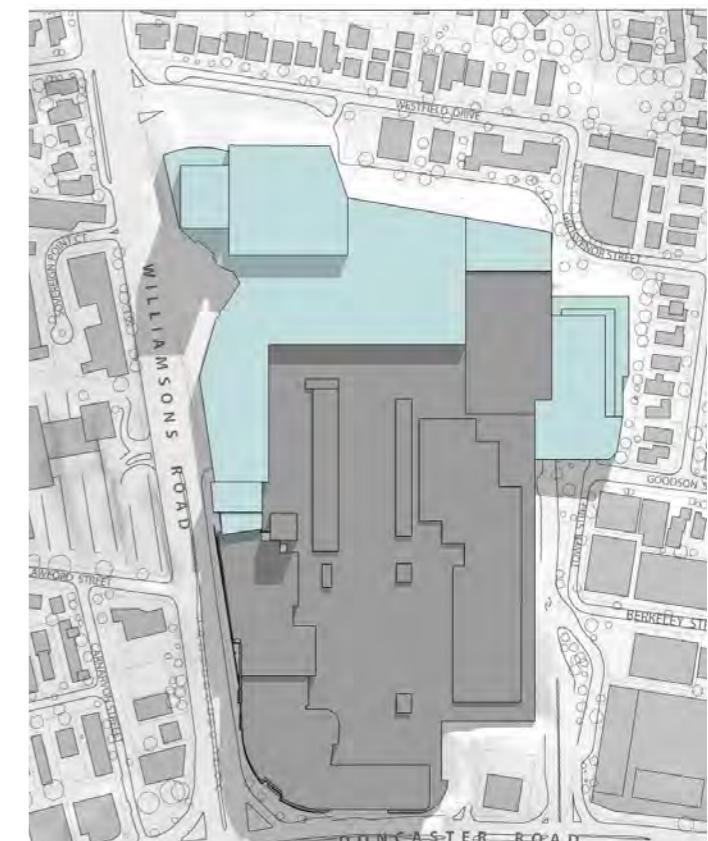
22 September - 11.00am



22 June - 9.00am



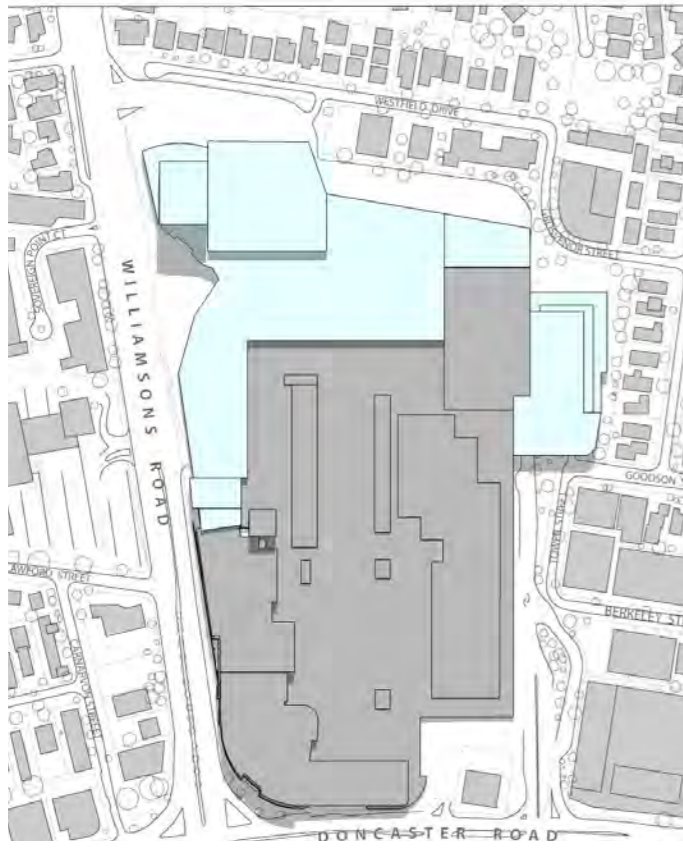
22 June - 10.00am



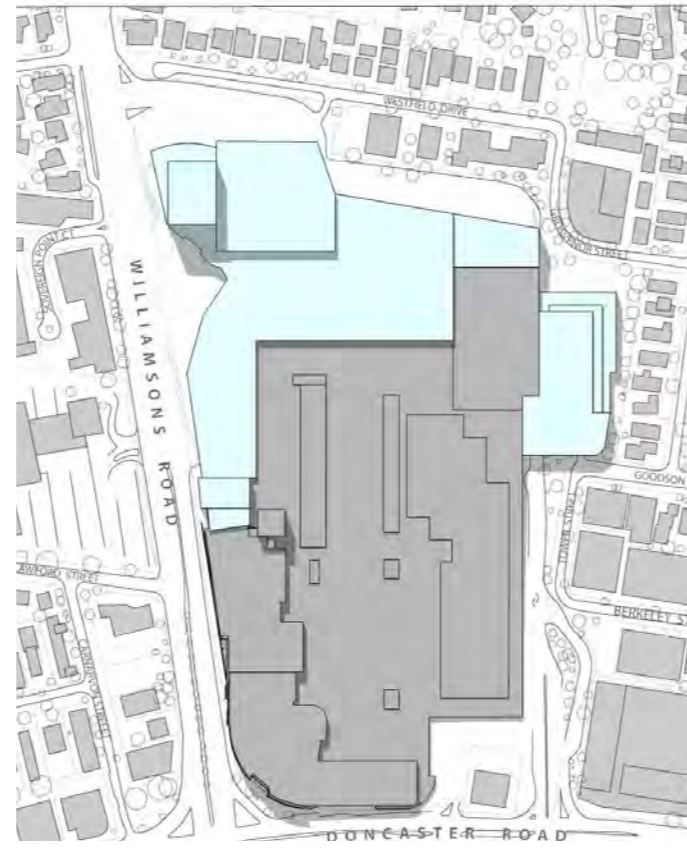
22 June - 11.00am



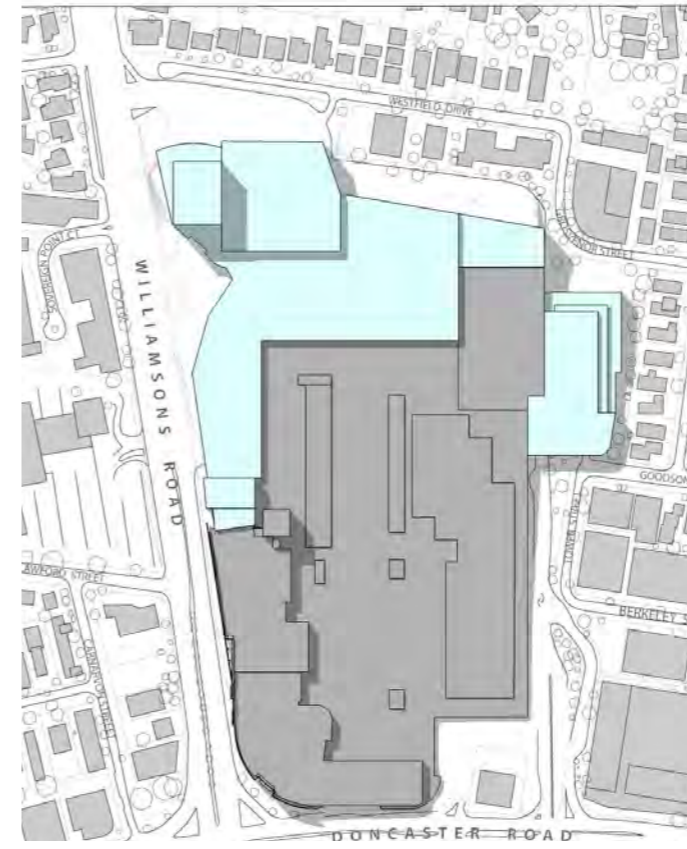




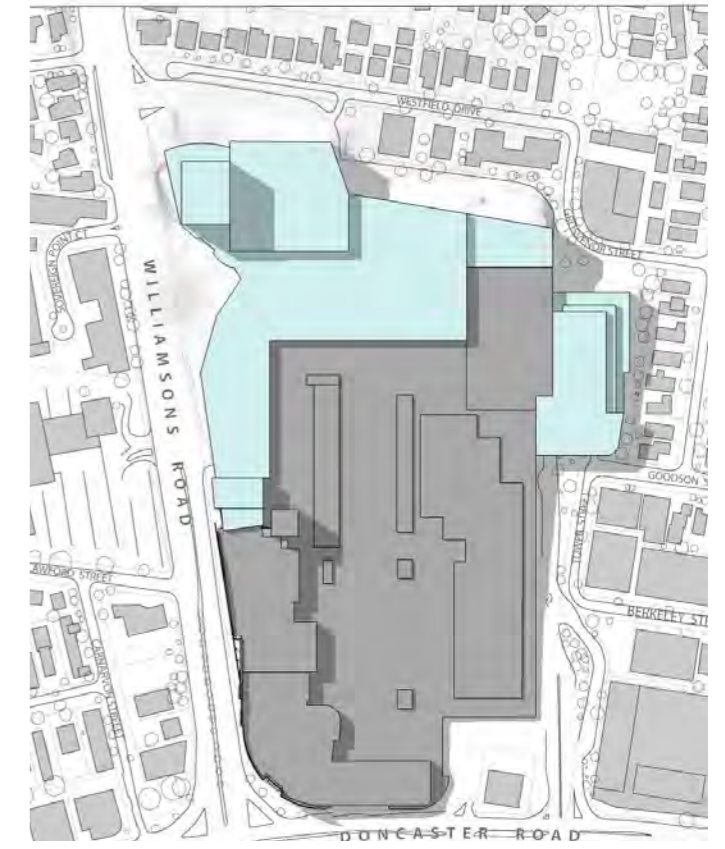
22 September - 12.00pm



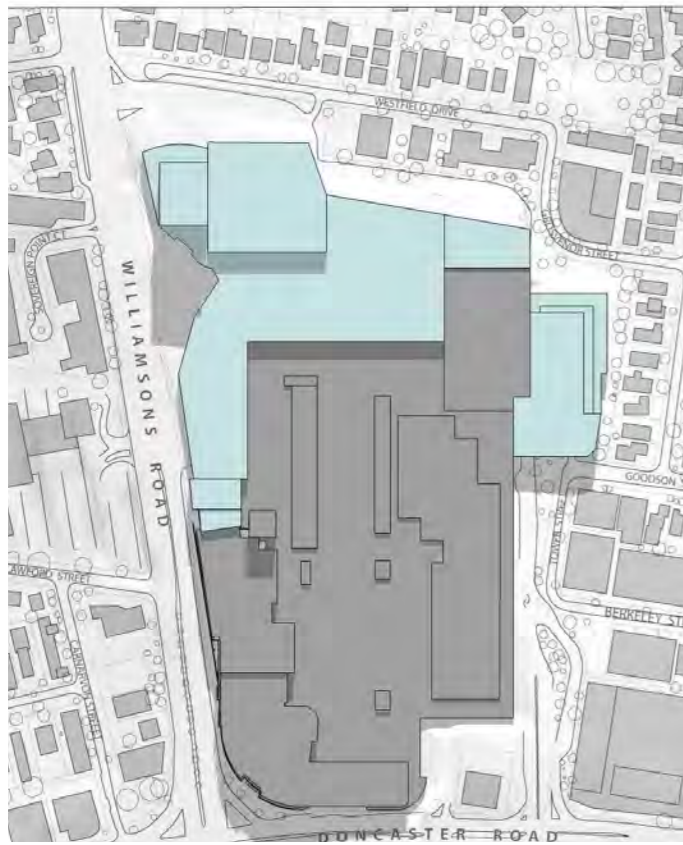
22 September - 1.00pm



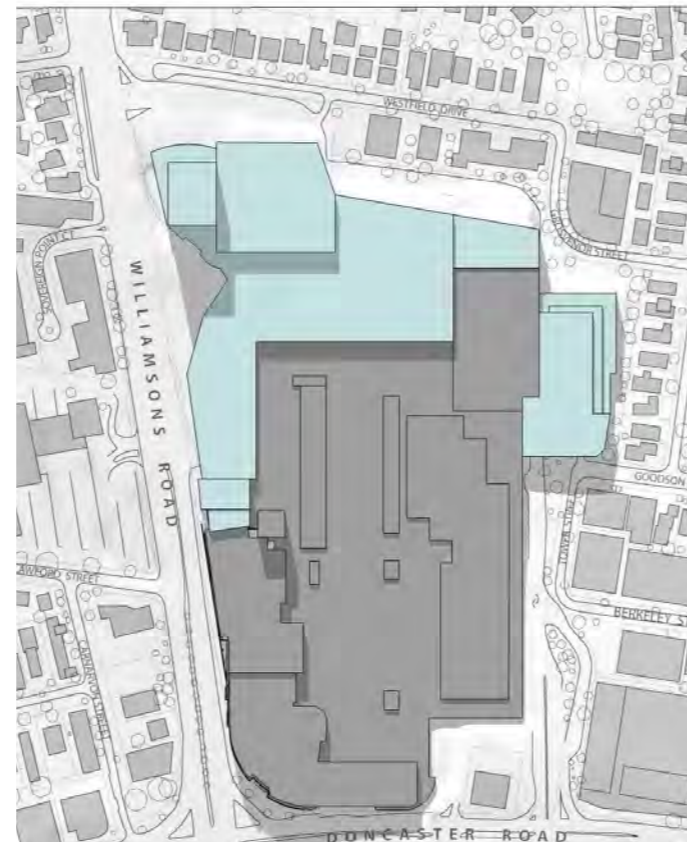
22 September - 2.00pm



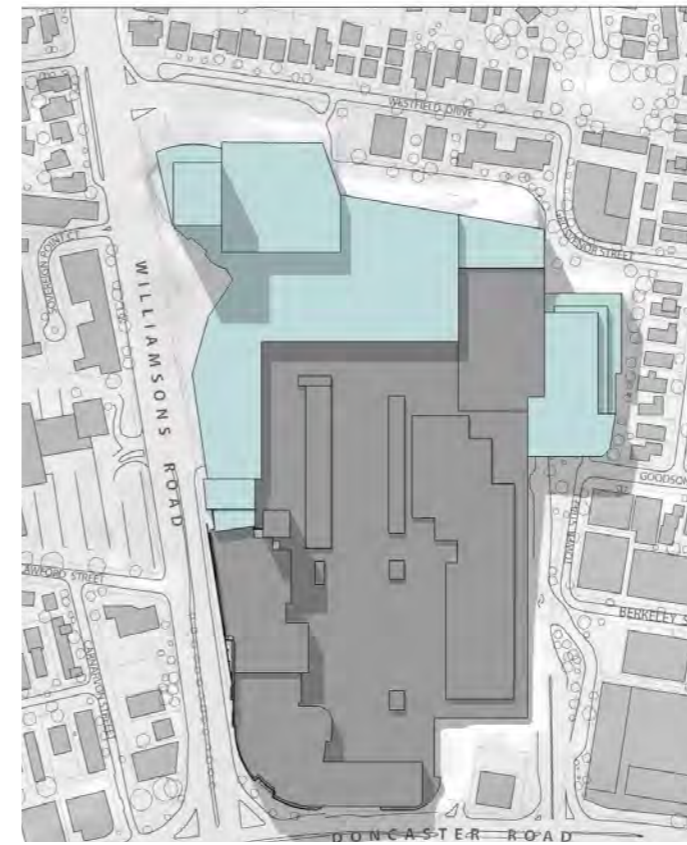
22 September - 3.00pm



22 June - 12.00pm



22 June - 1.00pm



22 June - 2.00pm



22 June - 3.00pm





### 3.6 Integrated Transport Plan

The development of Westfield Doncaster aims to better integrate the centre with the surrounding transport network. It also aims to contribute positively to the delivery of the Doncaster Hill Mode Shift Plan, 2014, across the entire activity centre and surrounds.

The Mode Shift Plan acknowledges that in order to support the anticipated level of development in the area there needs to be a shift away from the current level of private car use by those living, working and visiting the precinct. As such, there is a significant opportunity to help achieve the desired mode shift through an increased use of mass transit options and active transport (including walking and cycling) for short trips of 2.5km or less.



Doncaster Hill Mode Shift Plan, 2014

To help develop the active transport network around the Westfield Doncaster centre and to achieve the desired mode shift through an increased use of active transport for trips of 2.5km or less, the Integrated Transport Plan for the centre comprises the following initiatives:

- A more sustainable and accessible transport system, which is required to support the future level of development in the area, i.e. increase the current alternative transport mode share from 20% to 30%.
- Boulevard landscape treatments which are to be provided along both sides of Doncaster Boulevard, Williamsons Road and Tram Road in order to help provide a pedestrian focused environment.
- New development which facilitates an accessible, activated, connected, safe (includes passive surveillance) and comfortable pedestrian environment adjacent to the proposed boulevards and with strong linkages within Doncaster Hill to key trip generators and passive open space.
- Provision of appropriate amenities for pedestrians and bike riders as part of new developments, including:
  - 'after trip' facilities for bicycle users, joggers, etc. (e.g. such as secure bicycle storage, showers and changing rooms)
  - access to facilities to be centrally and easily accessed

In addition, this Development Plan supports the following active transport priorities within the Doncaster Hill Activity Centre:

- *Pedestrian priority routes along Doncaster Road and Williamsons Road, as well as a route to the northeast that connects Schramms Reserve and Ruffey Lake Park.*
- *Bicycle priority routes along Doncaster Road and Williamsons Road, as well as a route along local roads to the east that connects with Church Road and George Street.*

The development works for the centre, will:

- Enhance pedestrian access opportunities from the west, north and east of the site through direct and convenient pedestrian entries and crossings,
- Encourage cycling and multi-modal trips with end of trip facilities for cyclists in convenient locations,
- Improve and expand bus interchange facilities and address existing safety concerns and provide a higher level of amenity for pedestrians,
- Improve public transport efficiency and reliability by establishing a dedicated bus accessway from Williamsons Road,
- Enhance the sense of safety and activity at the bus interchange by co-located food and beverage uses,
- Minimise pedestrian conflicts through the rationalisation of crossovers and street intersections

Further detail specific to each mode, is provided in the following section.



## PEDESTRIAN ACCESS

The core of the Doncaster Hill Pedestrian and Cycling Plan is based around the proposed facilities which directly connect with the site, including the following facilities:

- Pedestrian boulevards along Doncaster Road and Williamsons Road
- Walking path along Lawford Street
- Shared pedestrian and bicycle path along south side of Goodson Street and north side of the Doncaster Primary School and Manningham Municipal Offices.

This Development Plan sets out the facilities, services and activities proposed to be undertaken to help facilitate the option for people who choose to walk or cycle to and within the Doncaster Hill Activity Centre. It also looks to support public transport use, as it typically requires people to walk or cycle either end of such a trip to access a range of trip generators in the precinct.

In general the pedestrian network and facilities within the Doncaster Hill Activity Centre are of a good level, with footpaths on both sides of roads and crossing facilities provided at each key intersection and at regular spacings along the major roads.

The site has a high level of access from Doncaster Road and Williamsons Road through the pedestrian boulevard treatments and regular signalised crossing facilities. In terms of access from the other frontages, they are of a lower level but considered to be appropriate given the likely level of demand being generated by the proximate land uses.

These pedestrian facilities proposed along the road frontages and internal to the site are what can be expected to be generally provided as part of the Development Plan.



**Figure 45:** Encourage pedestrian activity on the local streets and roads

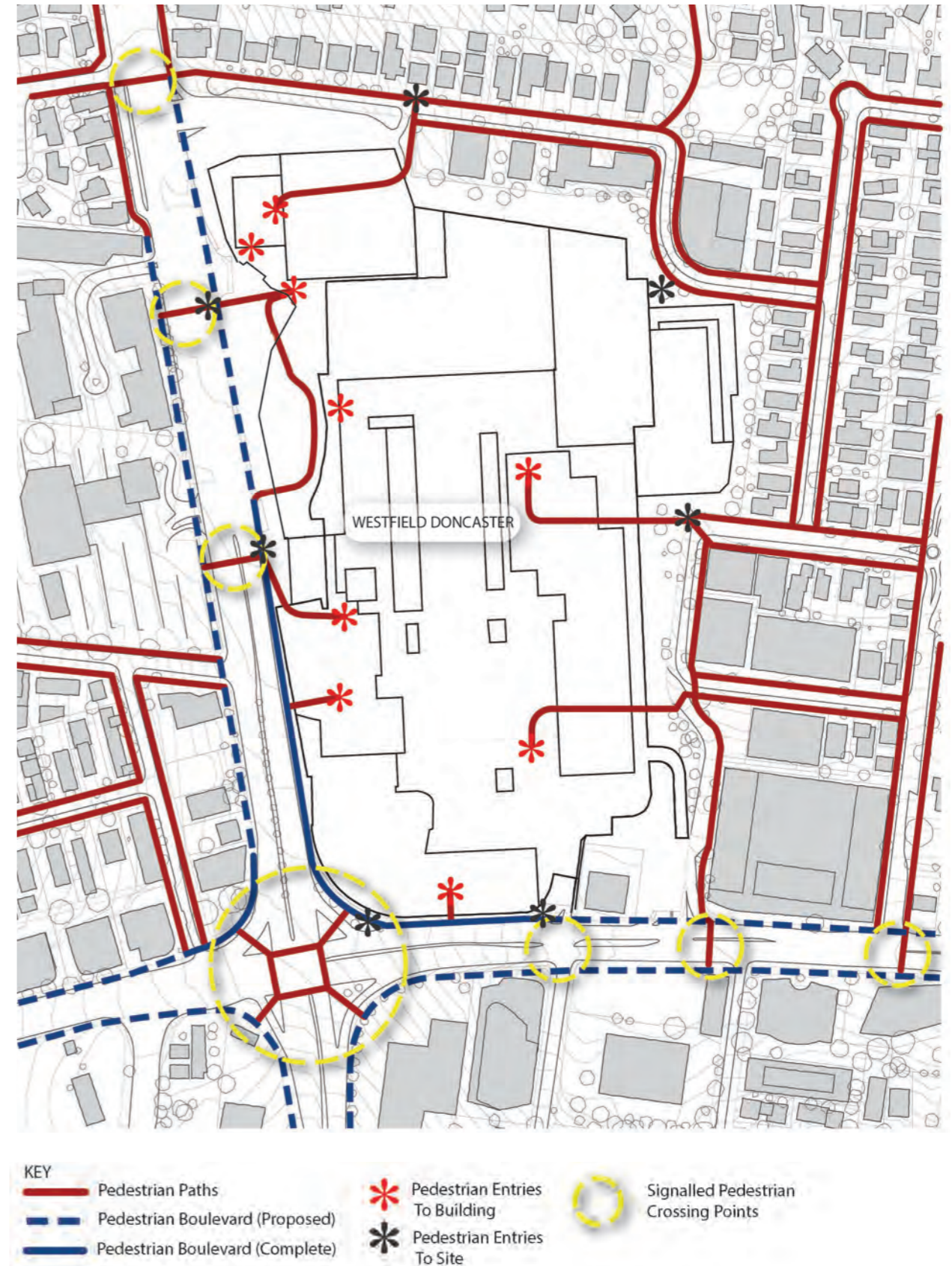


**Figure 46:** Create comfortable, external public places

Key components of the pedestrian network include:

- Improvements to the nature, location and level of service of pedestrian crossings across Williamsons Road, including a new signalised pedestrian crossing at Westfield Drive and across to the proposed entry forecourt, south of Sovereign Point Court,
- Improvements to the nature, location and level of service of pedestrian crossings at the junction of Doncaster Road and Frederick Street,
- Provision of a new pedestrian entry to the northern end of the retail centre from Westfield Drive, giving pedestrians to the north of the centre safe and dedicated access into the complex,
- Provision of improved pedestrian, footpath and plaza forecourt spaces along the Williamsons Road interface, in particular the new entry into the centre north of the bus interchange,
- Improvements to the pedestrian access and public realm within the new bus interchange and surrounds,
- Improvements to the existing pedestrian entry from the eastern side of the centre, aligned with Goodson Street.

Where the pedestrian boulevard treatments, or intersection works are proposed outside of the landholding controlled by Westfield, and are not subject to an agreement between Westfield and Council, it is assumed this aspiration will be delivered by others - either Council or other landholders as appropriate.



**Figure 47:** Pedestrian Network and Facilities - Site Interface and Internal Access Arrangement



## BICYCLE NETWORK

In general the cycling network and facilities within the Doncaster Hill Activity Centre make cycling challenging through and around the centre. In particular the topography of the area is challenging to cyclists, with many local streets being steep or undulating. The dominance of main arterial roads carrying significant volumes of vehicles also provides a barrier to increased bicycle use. The Development plan provides for increased access to, and location of, end-of-trip facilities.

It is noted that for the locations along Williamsons Road cyclists will need to travel for short distances along the pedestrian boulevards from the surrounding network to access the parking facilities. This is considered appropriate when supporting the last section of trips terminating within the site. It wouldn't be recommended that through routes for cyclists be encouraged to use the pedestrian boulevard facilities as it will reduce the level of comfort and service to pedestrians, who should be prioritised in this area.

Key components of the bicycle network include:

- Provision of four locations for new end-of-trip facilities to be provided around the site as follows:
  - Southwest corner - along Williamsons Road between Doncaster Road and Lawford Street (provision of both visitor and staff parking facilities),
  - Mid-block along the Williamsons Road frontage adjacent to the upgraded bus interchange,
  - Northwest corner - along Williamsons Road opposite Sovereign Point Court (provision of staff parking facilities),
  - Midway along the eastern side – opposite Goodson Street (provision of both visitor and staff parking facilities).
- Improved signage and wayfinding for the local bicycle links and facilities integrated with the wider Doncaster Hill bicycle network. The local bicycle network and desire lines, should be supported with the addition of suitable levels of access to, and location of, end-of-trip facilities.

Where the elements of the bicycle network are proposed outside of the landholding controlled by Westfield, and are not subject to an agreement between Westfield and Council, it is assumed this aspiration will be delivered by others - either Council or other landholders as appropriate.

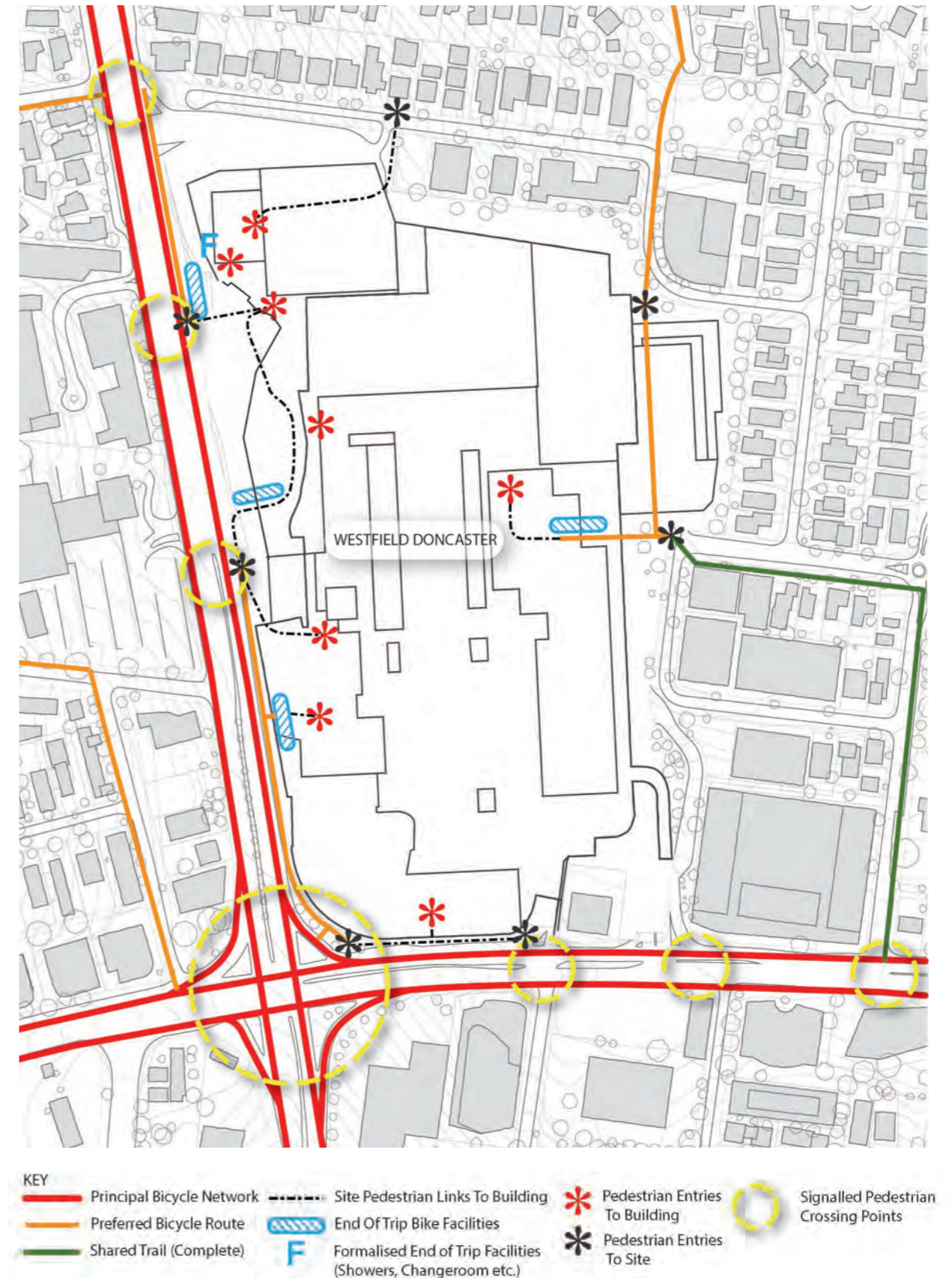


Figure 48: Bicycle Network and Facilities - Site Interface and Internal Access Arrangements



## VEHICULAR NETWORK

Vehicular access arrangements to the redeveloped complex are to be modified and enhanced as part of the Development Plan.

Key components of the vehicular network include:

- The relocation and upgrade of the existing northern-most signalised intersection further north along Williamsons Road to the new intersection with Westfield Drive,
- A connection between the new northern access road and the existing ring road to the north-eastern and eastern side of the centre,
- A new signalised intersection on Williamsons Road connecting the new bus interchange and for exclusive use of public transport buses (no car access),
- The retention of the existing signalised intersection to the south of the bus interchange on Williamsons Road (adjacent the Westfield commercial gateway building), with minor revisions to turning lanes internal to the Westfield site,
- Revisions to traffic access at Fredrick Street including the removal of traffic signals and their replacement with a signalised pedestrian crossing facility. Access to and from Fredrick Street, and the Westfield Shopping Centre is proposed to be left-in / left-out.

A general overview of the proposed vehicular network is outlined in Figure 49. More detailed layouts of the vehicular access arrangements are provided in the following diagrams - Figures 50-55.

All of these proposed and illustrated works are to be delivered by Westfield in liaison with Council and VicRoads, subject to DCP negotiations and more detailed delivery arrangements.

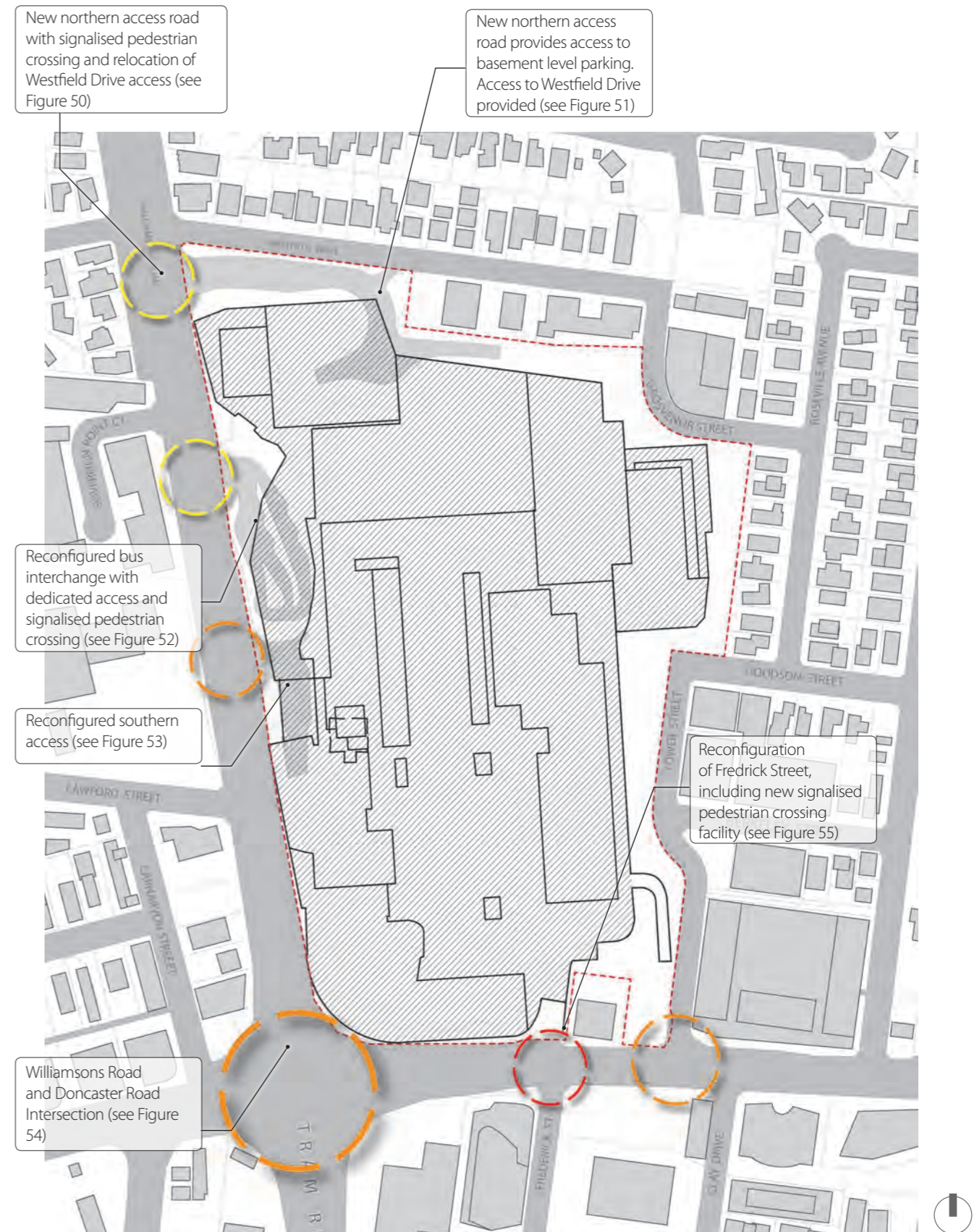


Figure 49: Vehicular access plan showing all proposed upgrades

LEGEND	
	Site Boundary
	Existing Centre
	Existing Signalised Intersection
	New Signalised Intersection
	New Signalised Pedestrian Crossing



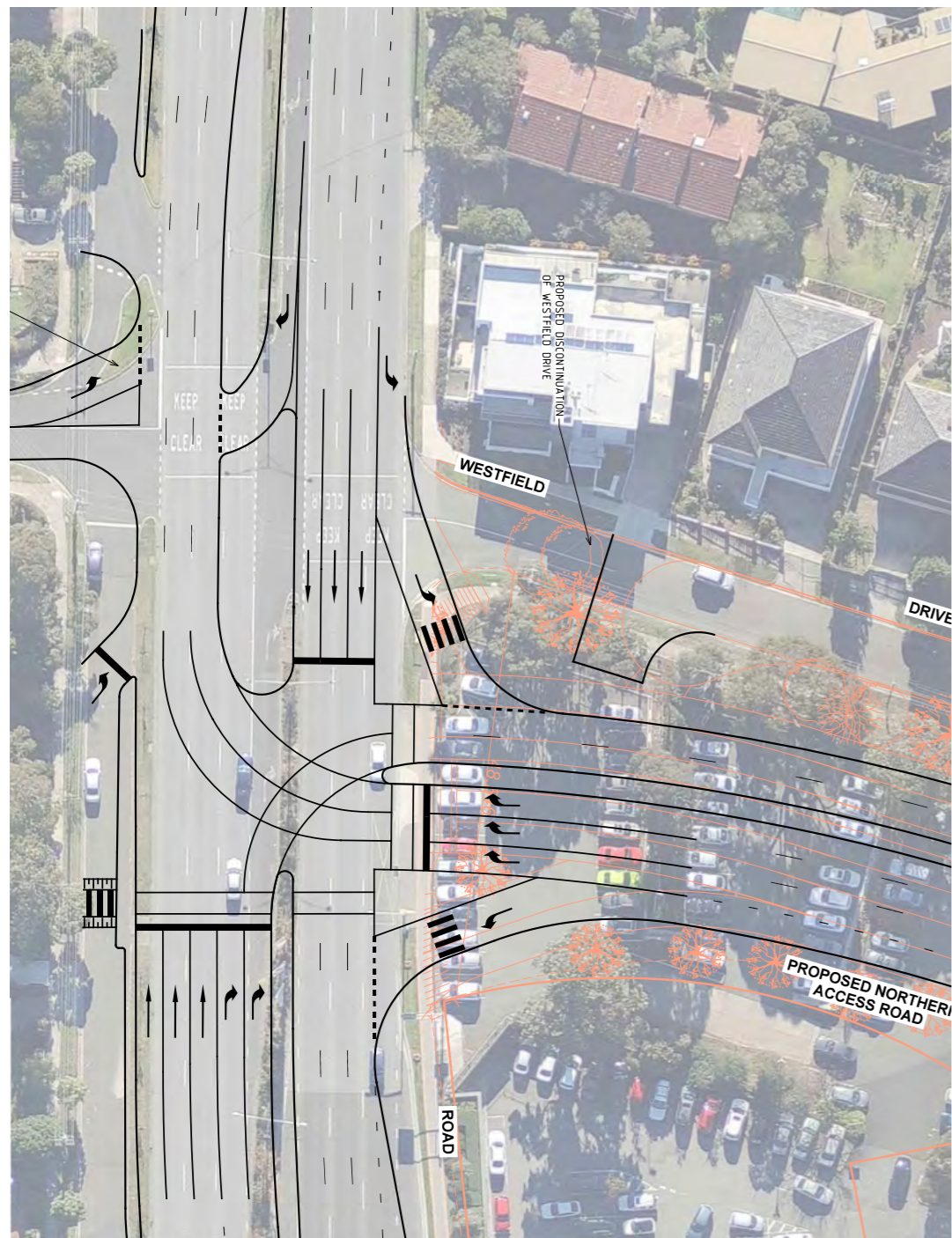


Figure 50: Configuration of Williamsons Road and Proposed Northern Access Road

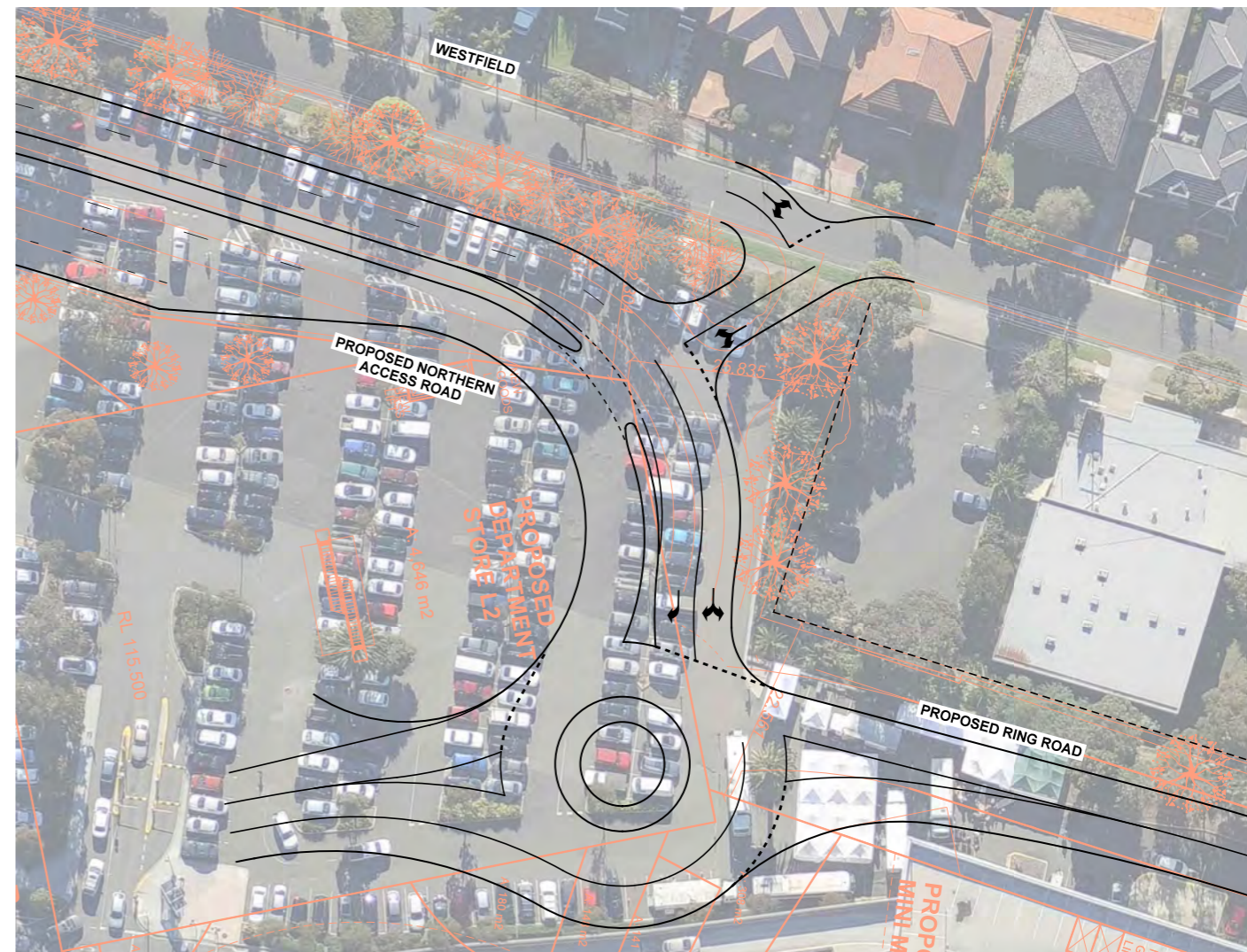
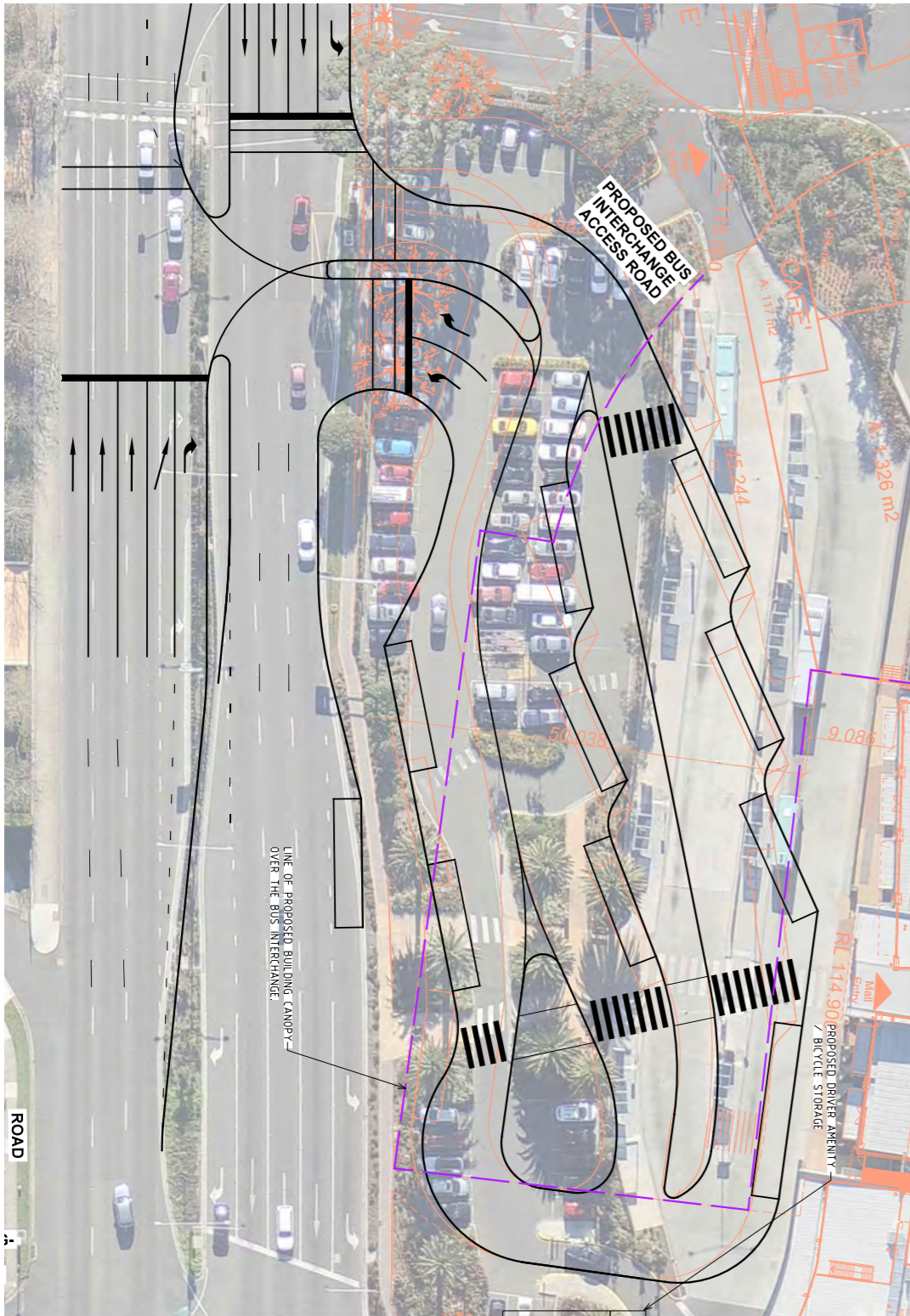
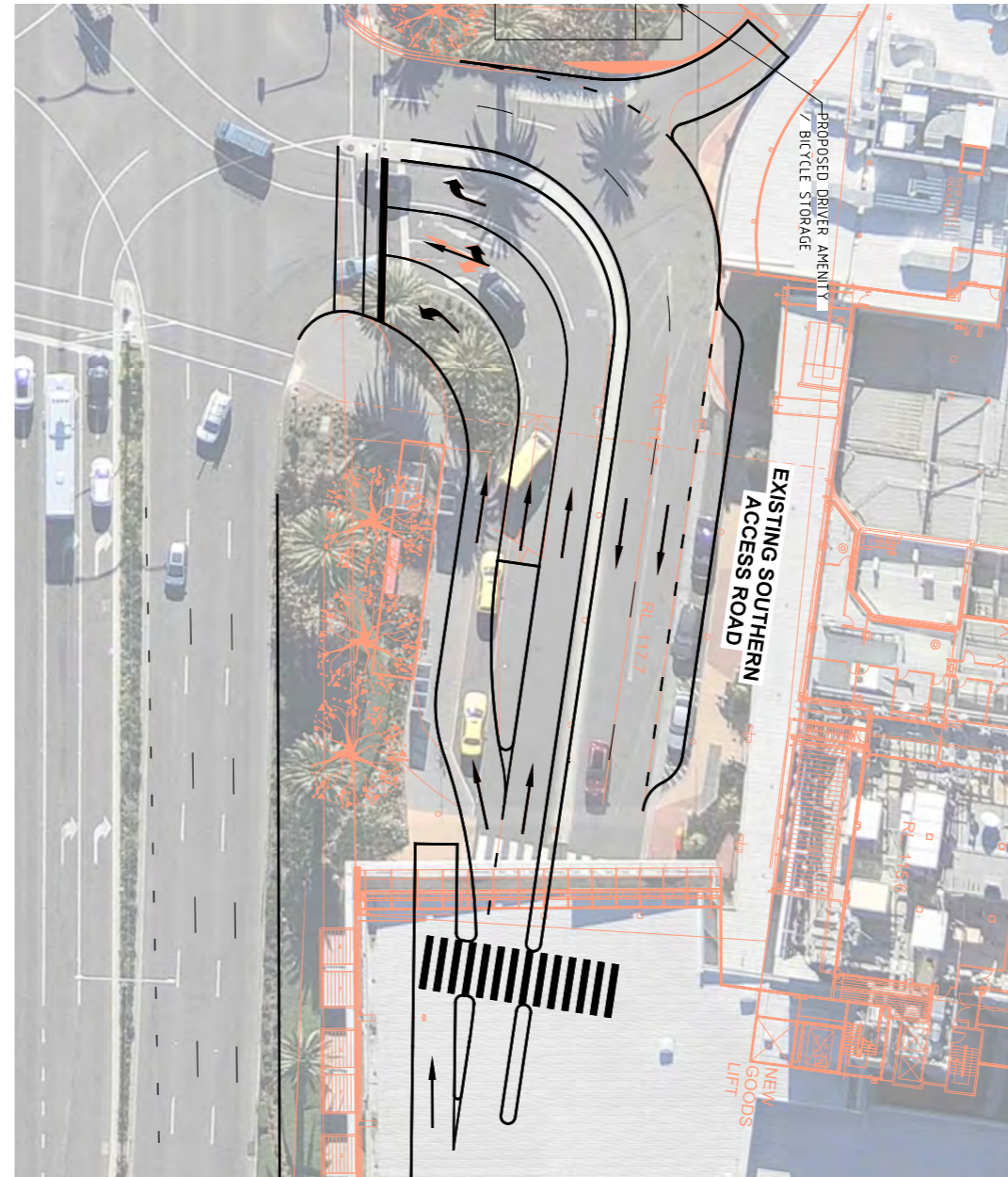


Figure 51: Configuration of proposed Westfield Drive Access and Proposed Northern Access Road showing roundabout access to basement car parking





**Figure 52:** Williamson's Road and Proposed Bus Interchange showing dedicated access and signalled pedestrian crossings



**Figure 53:** Williamson's Road and Existing Southern Access Road



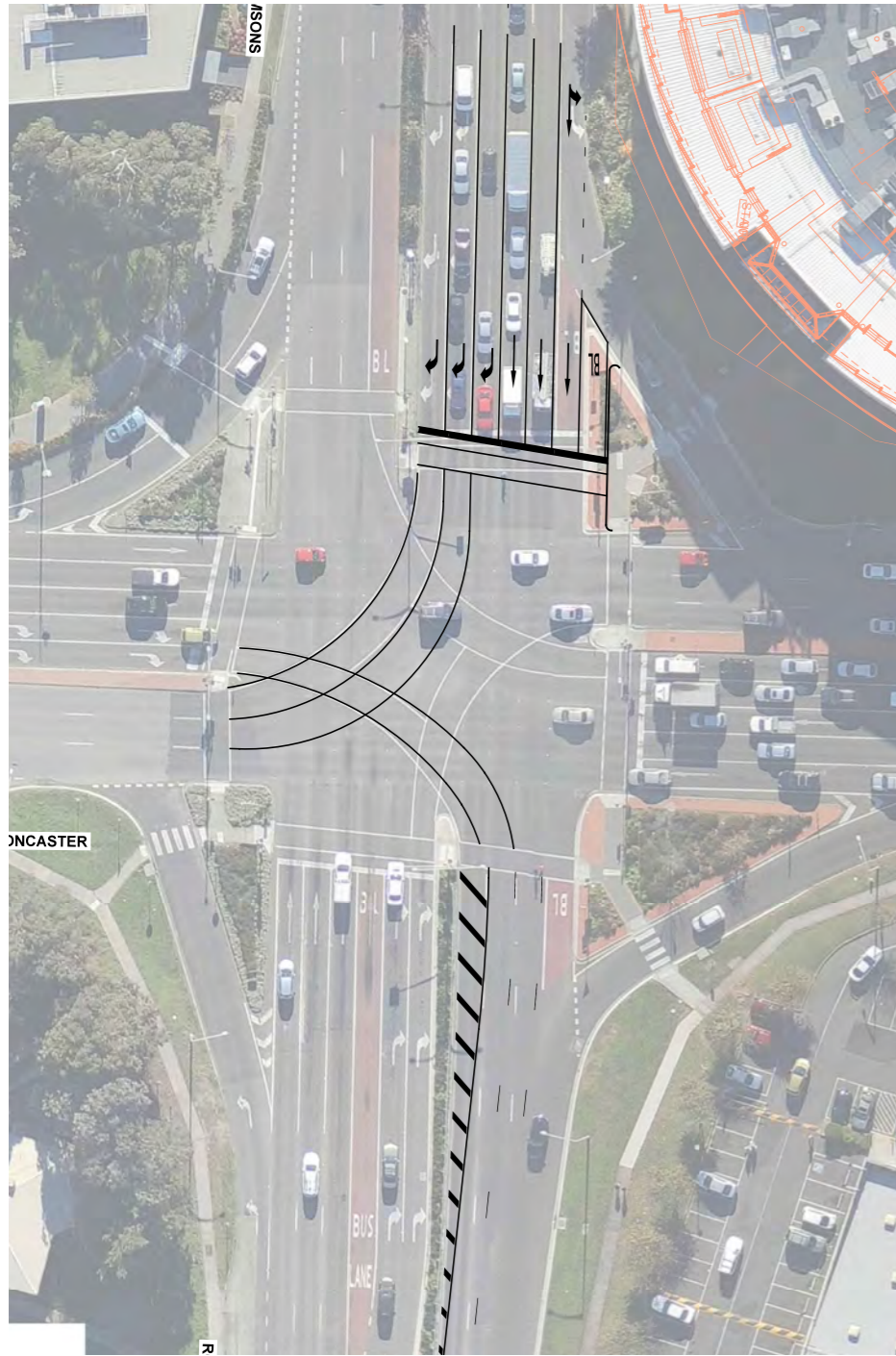


Figure 54: Williamsons Road and Doncaster Road Intersection

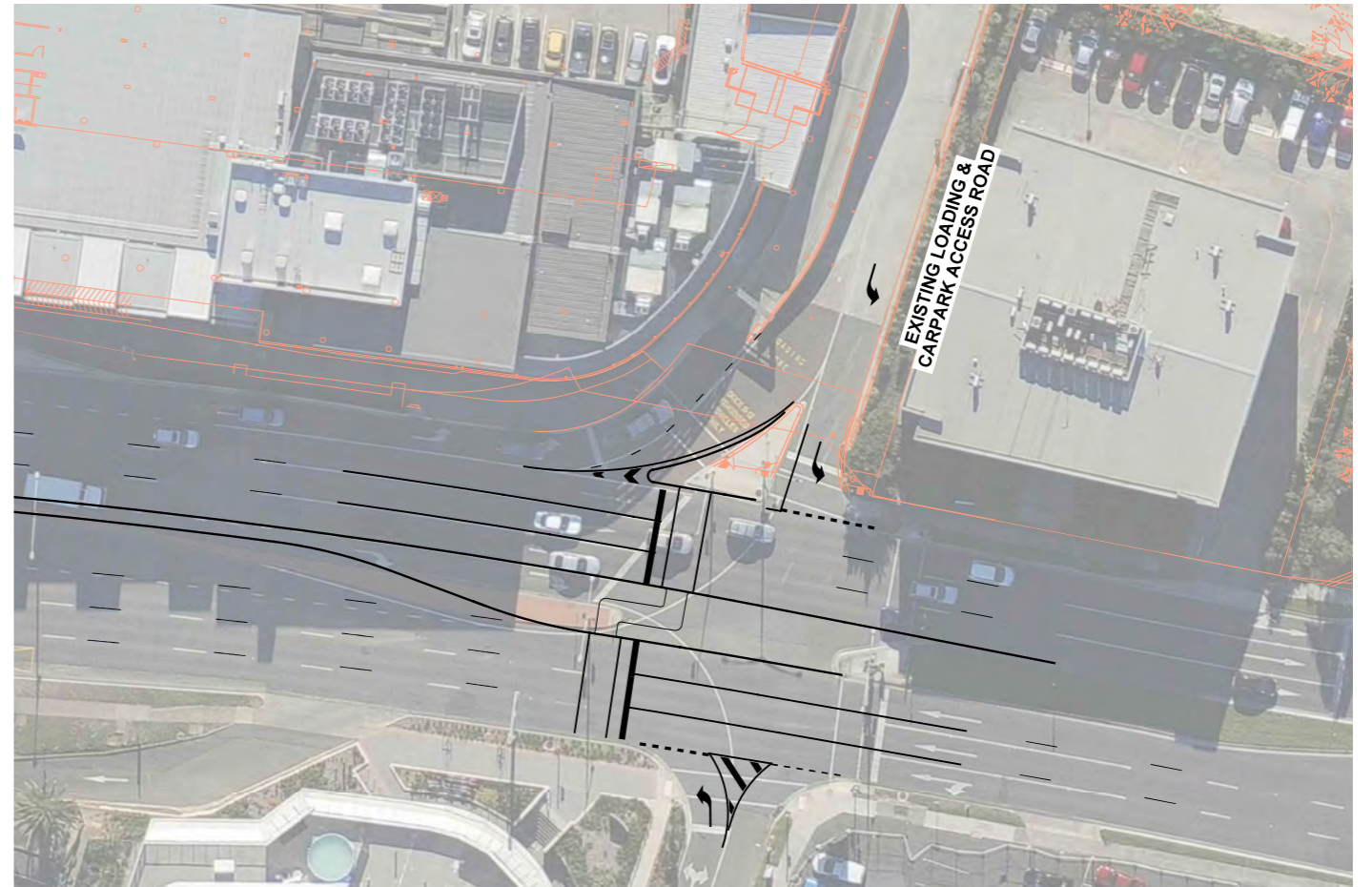


Figure 55: Doncaster Road and Frederick Street showing configuration of proposed signalised pedestrian crossing



## CARPARKING

At present the site provides approximately 4,800 on-site car parking spaces, provided through a mix of both surface car parks and multi-storey car parking buildings.

The Development Plan proposal involves important modifications to vehicle access arrangements, which includes an increase in parking at the centre for cars. These modifications are driven by the removal of at-grade car parking particularly to the north of the site, the revised traffic and entry conditions from Williamsons Road, and the extension of the retail centre built form to the northern end of the site.

Key components of the car parking provision include:

- An ultimate provision of car parking in the order of 7,430 car spaces will be provided under post-development condition.
- The Stage 1 multi-deck car park which will be delivered in 2016,
- A proposed extension to the Stage 1 multi-deck car park which will add three levels on top of the approved car park, and includes articulated set backs at upper levels,
- Consolidated basement parking accessed from the proposed northern access road ( adjacent Westfield Drive),
- Appropriate treatment of interfaces to residential areas abutting the centre with architectural elements and landscaping,
- Consolidation of access points to car parking in order to minimise conflicts with pedestrian routes around the complex.
- Taxi Areas - The new taxi rank location should be:
  - Prominent and highly visible,
  - Accessible by those from within and external to the Centre,
  - Co-located with other transport interchange services such as the proposed new bus interchange facility along Williamsons Road,
  - Caters for increased demands in an effort to reduce private motorised travel to and from the Centre.
  - Located at surface level, along the Williamsons Road frontage and as proximate as practical to the proposed bus station and key pedestrian entrance locations associated with the expanded Centre.
  - Discussions occur with the Victorian Taxi Directorate (VTD) and other key stakeholders to ensure any prepared design is consistent with contemporary best practice outcomes for these services.

- Parking Management Details- On-site car parking is currently managed through a ticketless fee based car parking system which is supplemented by an on-site parking guidance system which improves efficiency and occupancy of car parking within the Centre. The parking guidance system includes external dynamic signage advising motorists of parking vacancies along Williamsons Road. These systems will be extended to operate within the expanded Centre.
- Parking Rates - A summary of the existing and future retail floor areas, car parking provisions and associated car parking rates (spaces per 100sqm) is provided in Table 1.

**Table 1:** Existing and Proposed Retail Car Parking Rates

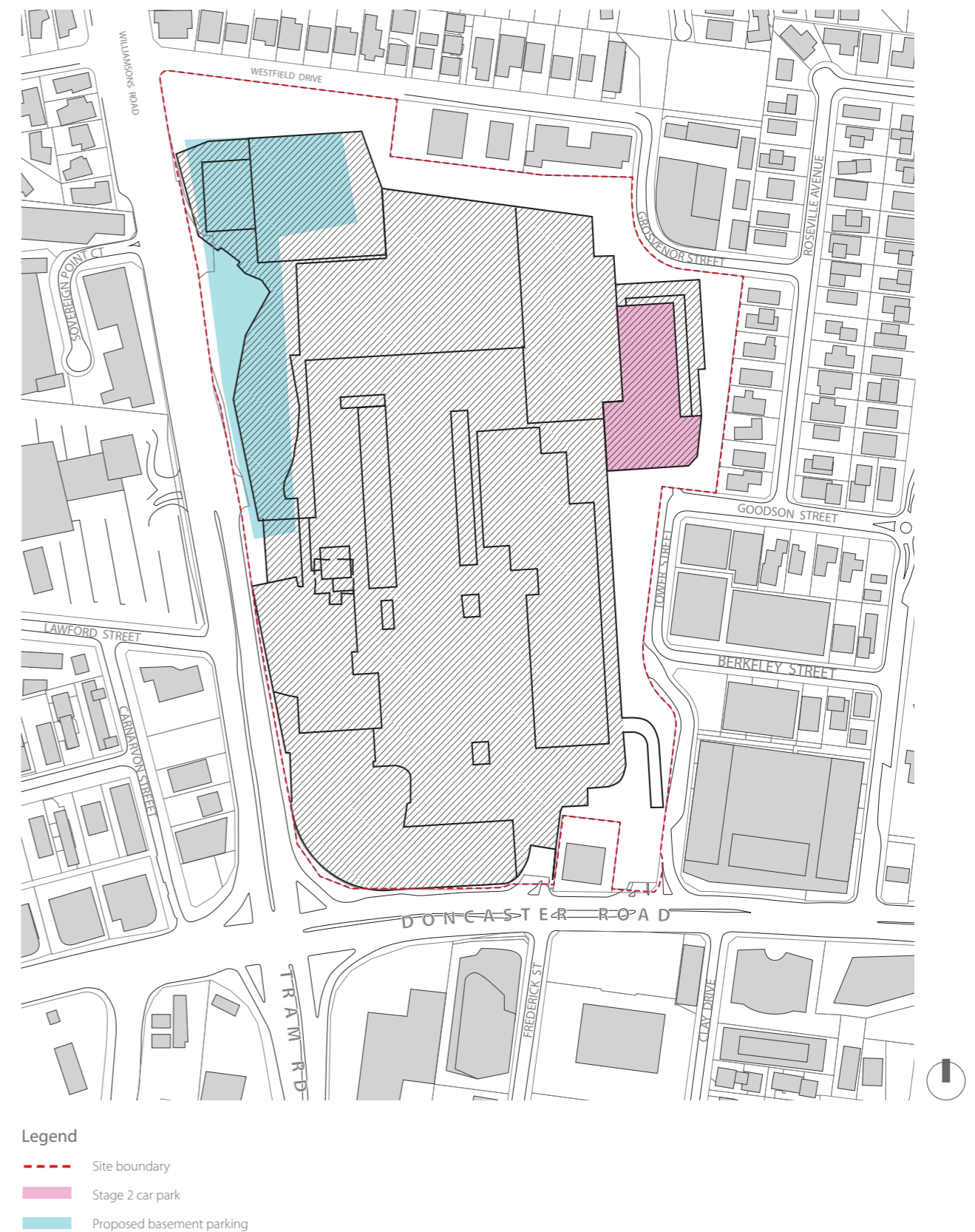
Scenario	Retail Floor Area	No. of Car Parking Spaces	Car Parking Rate
Existing Conditions	123,549 sqm	4,782 spaces	3.87 spaces per 100sqm
Completion of Stage 1 Car Park	123,549 sqm	5,338 spaces	4.32 spaces per 100sqm
Completion of Proposed Expansion	166,549 sqm	6,800 spaces	4.09 spaces per 100sqm

- In addition, approximately 630 spaces are proposed to be assigned to the commercial (office) component of the Development Plan. These spaces will be allocated to tenants of the 18,000sqm of commercial floor area (a rate of 3.5 spaces per 100sqm). The proposed Development Plan car parking provision is summarised in Table 2.

**Table 2:** Proposed Car Parking Rates

Use	Floor Area	No. of Car Parking Spaces	Car Parking Rate
Retail	166,549sqm	6,800 spaces	4.09 spaces per 100sqm
Commercial	18,000sqm	630 spaces	3.5 spaces per 100sqm
<b>Total</b>	<b>184,549sqm</b>	<b>7,430 spaces</b>	-

- Car parking for the retail uses will continue to be provided at a rate greater than the existing parking provision of 3.87 spaces per 100sq.m. Office car parking will be provided at a rate consistent with that presented in Clause 52.06 of the Manningham Planning Scheme.



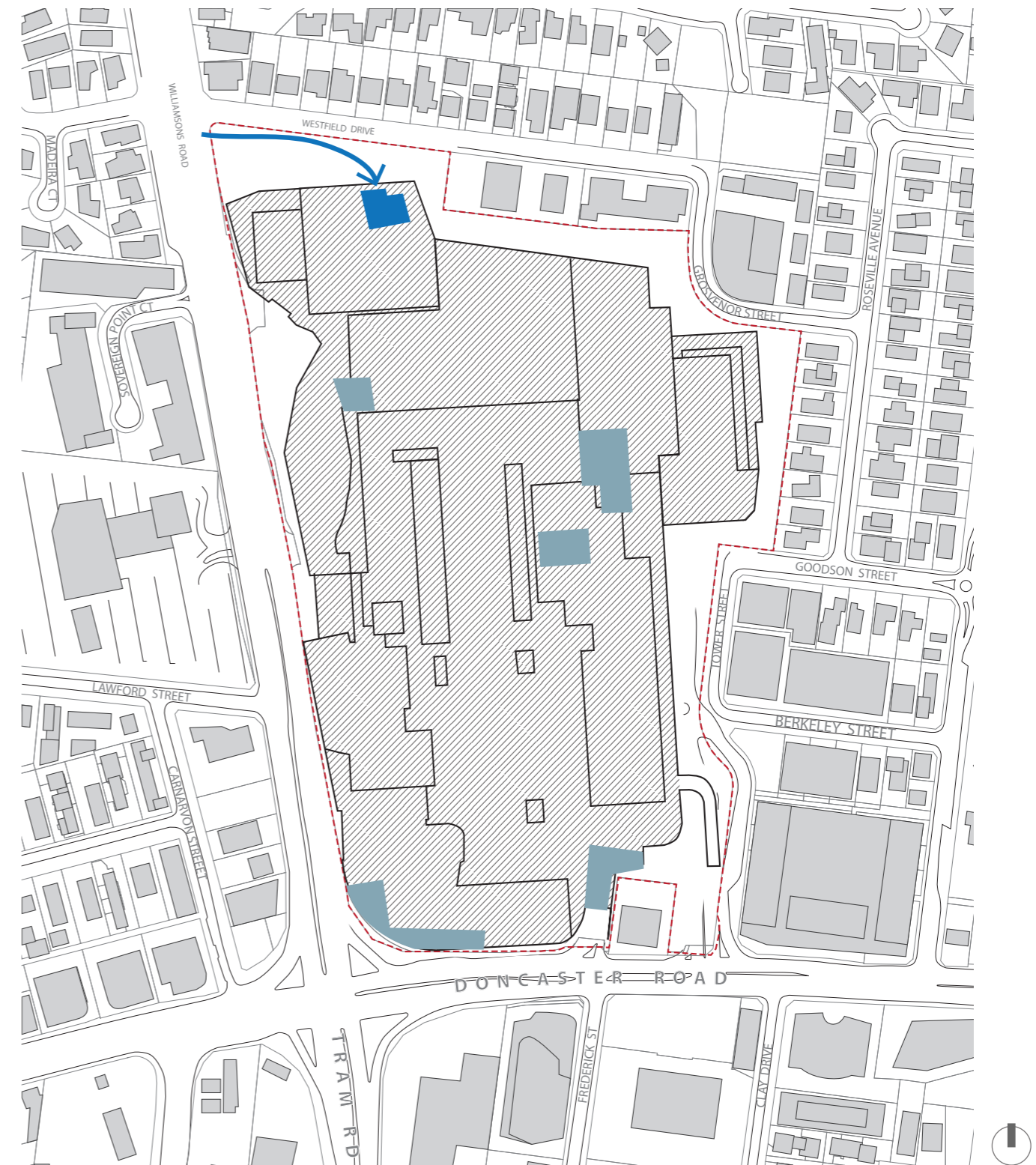
**Figure 56:** Plan showing proposed new car parking zones

### SERVICE AREAS

Five service areas are currently located within the complex to serve the existing retail tenancies. These are currently accessed off Doncaster Road and Williamsons Road. As part of the development of the complex, an additional service area is proposed to the north of the site. The service area will be located off the proposed northern access road.

Location, planning and design of the proposed service area will:

- Minimise disruptions and conflict to the surrounding pedestrian network crossovers,
- Design additional loading bays to accommodate required loading vehicles and their associated turning path requirements,
- Minimise the potential mixing of loading vehicle circulation and general vehicle circulation within the centre,
- Loading bays designed in accordance with best practice standards including consideration of OHS requirements,
- Integrate service and utility areas into the building design,
- Minimise wherever possible the visual impact of loading bays and service areas on public realm or street interface areas.



#### Legend

- Site boundary
- Existing service areas
- Proposed service area

Figure 57: Location of proposed new service area with access point indicated



### 3.7 Public Realm and Landscaping

#### PUBLIC REALM

The objective of the proposed works is to significantly improve the associated public realm and streetscape interfaces where the retail centre meets the surrounding streets and roads (where applicable and appropriate). It will continue to reinforce the character and identity of the centre, and the wider Doncaster Hill Activity Centre through works to support the boulevard nature of Williamsons Road, improvements to Westfield Drive, and creating greater opportunities for the activity within the retail centre to spill out and engage with the public realm and activity on the street.



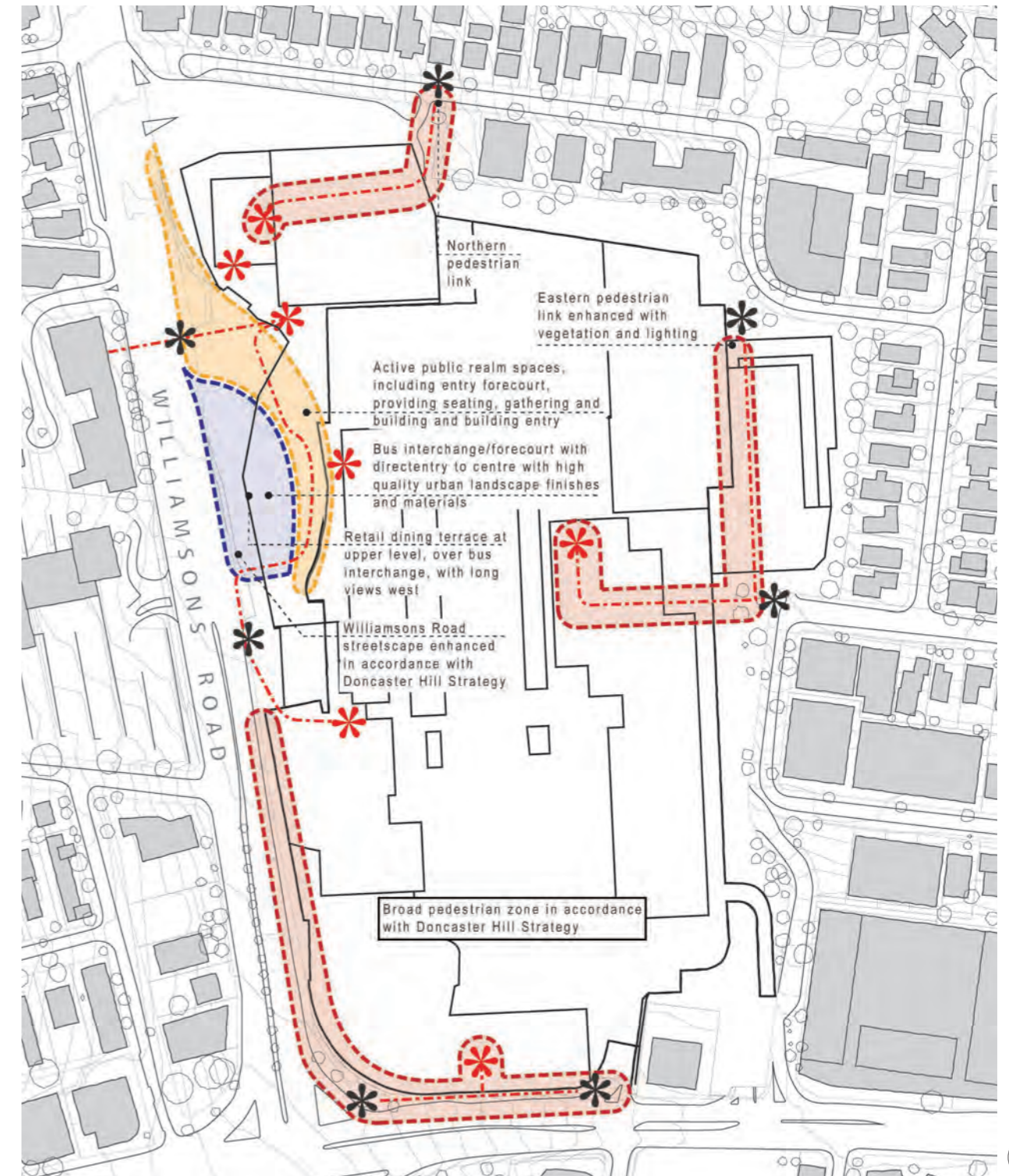
**Figure 58:** Active frontages to ground floor enhance sense of activity and vibrancy near bus interchange and entry forecourt. This example is the Whiteley Village Shopping Centre, UK



**Figure 59:** Example of a rooftop dining terrace at Westfield Century City, Los Angeles, California

Key components of the proposed public realm include:

- Entry forecourt fronting Williamsons Road which provides direct access to the commercial gateway building, bus interchange and retail complex. The forecourt will be approximately 400sqm and be a high amenity pedestrian space with seating and high quality landscaping. The entry forecourt may be operated as an evening space,
- Direct access, from Williamsons Road via the entry forecourt and through the bus interchange, to both new and existing centre entries adjacent the existing bus interchange,
- Public realm and pedestrian spaces incorporated within the new covered bus interchange will enhance its role as a public space. These spaces will include feature pavements, sculptural seating benches, refined movement barriers, bicycle storage and planting where possible,
- Public realm, seating and external dining areas associated with cafes and retail spaces fronting the bus interchange to enhance a sense of activity and safety. The pavement and furniture materials in these spaces will extend those established at the entry forecourt, to create a single character unifying the retail complex and the bus interchange,
- Potential new upper level dining terrace comprising a roof garden with access provided from the potential commercial gateway building, the main complex and the bus interchange and entry forecourt,
- A new public realm entry point into the retail centre from Westfield Drive, giving direct access from the northern side of the centre. Entry to this point will provide high amenity for pedestrians by being broad and direct, and being separated from vehicle movements wherever possible through the use of refined vehicle barriers and balustrades,
- Public realm and landscape spaces, footpaths and associated landscaped verge areas to the southern end of the centre, and to the Williamsons Road/ Doncaster Road corner, remain unchanged.



**Figure 60:** Public realm improvements for Westfield Doncaster

- \* Existing pedestrian entries to site
- \* Future pedestrian entries to building
- - - Pedestrian link from site entry to building entry
- Bus Interchange/ forecourt
- Entry forecourt/ retail interface
- Landscape interface
- Pedestrian zones



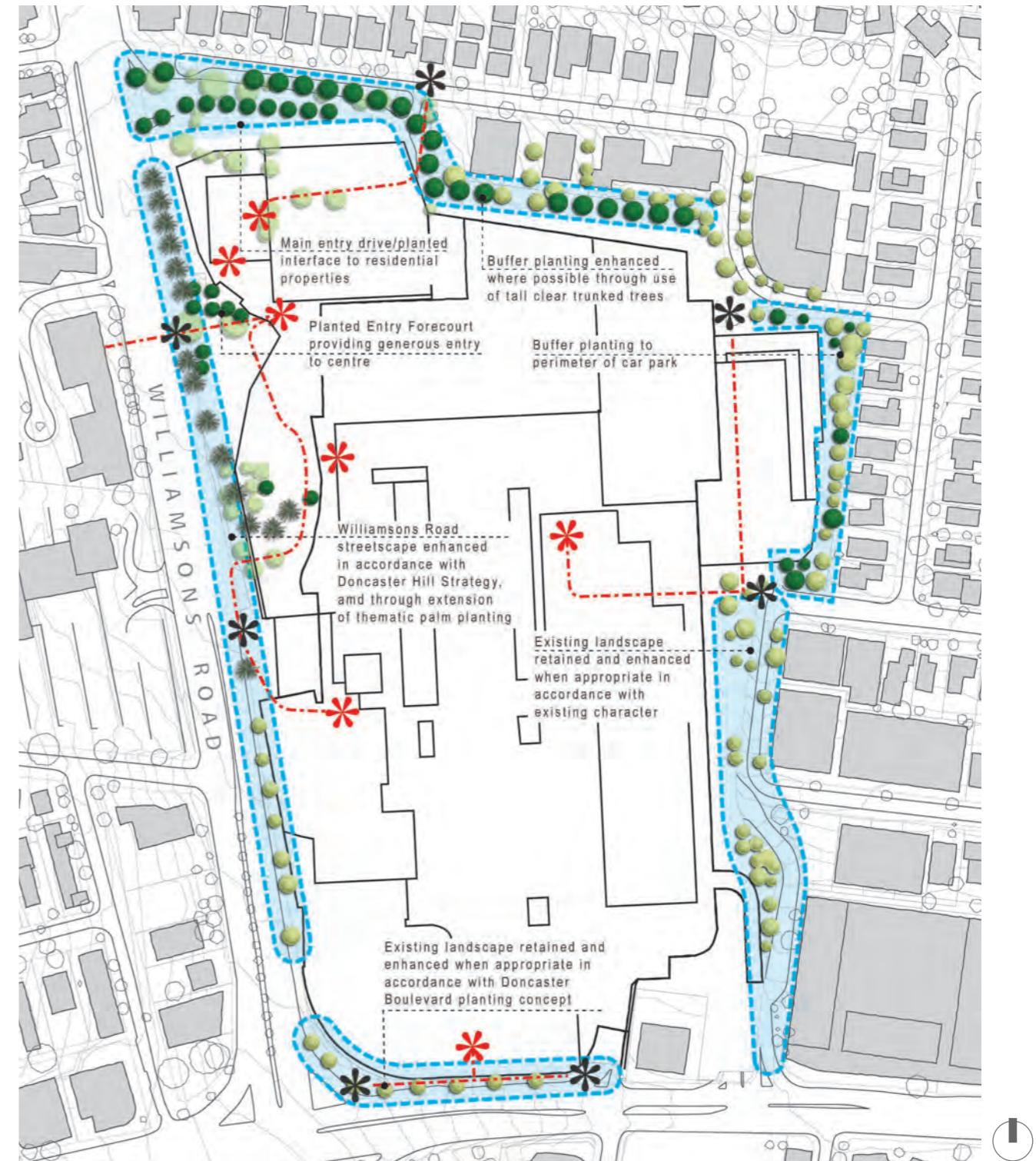
## LANDSCAPING

There are opportunities to maximise vegetative landscape to provide soft barriers and protection to surrounding areas with respect to the visual, noise and operational requirements of the complex. Careful consideration should be given to tree and low level planting species to reduce the heat island effect of hard spaces in the public realm and to provide shade to footpaths.

Key components of the proposed public realm include:

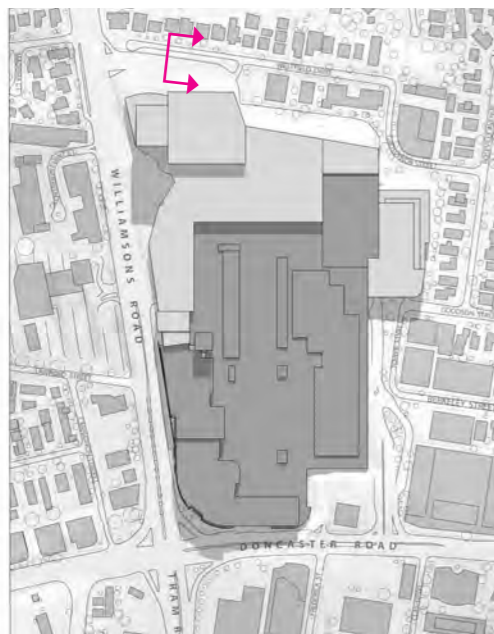
- Planting along streetscape spaces on both Williamsons and Doncaster Roads will be in accordance with the City of Manningham Doncaster Hill guidelines.
- The only exception will be the use of the Canary Island Palms. Currently located along Williamsons Road the retention and replanting of these trees will continue the existing (and long standing) theme so associated with Westfield Doncaster. New palms will be extended to the north along the western edge of the bus interchange and the commercial gateway building, enhancing its role as the northern gateway to Doncaster Hill
- Trees located in the entry forecourt and proposed upper level dining areas are to be medium height with clear trunks proposed and rounded canopies, deciduous or evergreen dependent upon space. These are to be complemented with low level planting to be between 400mm and 700mm in mature height, dense foliated, textured, flowering, but with floral characteristics secondary to foliage and form. Planting in these spaces will be introduced in raised planters. They planting will also serve additional functions, including provision of shade, separation of tenancies and public spaces, and buffering between pedestrian spaces and vehicle areas or terrace edges.

- Enhancement of the northern interface with Westfield Drive through the use of a similar palette of plant species to that used on the eastern side of the centre, where a strong landscape has developed along the interface with residential development on Tower Street and Goodson Street. This landscape features the use of tall clear trunked eucalypts at close spacing to provide an upper level visual buffer, and the use of low dense shrubs at the ground level, to provide a solid green ground plane, while not creating hidden spaces or visual shadows. This approach will be equally effective between Westfield Drive and the new centre entry and would contribute to a consistent residential interface to the northern and eastern edges of the centre.
- A positive visual treatment of acoustic barrier between Westfield Drive and the new entry drive. Where space allows, this will include the landscape treatment described above, to provide a positive context within which the acoustic barriers will sit and a “veil” of narrow trunked trees when viewed from Westfield Drive. The acoustic barriers themselves will be treated with pattern, texture and colour to further contribute to a positive visual interface.
- Planting of additional tall trees at the rear of residential properties on the southern side of Westfield Drive. These species will again be tall clear trunked eucalypts, supported where possible by a second layer of medium height evergreen trees.
- Enhancement of existing established vegetation to the northern and east of the proposed eastern car park, through the planting of supplementary tall trees, medium height trees and dense ground level



**Figure 61:** Proposed landscape improvements for Westfield Doncaster

- ✱ Existing pedestrian entries to site
- ✱ Future pedestrian entries to building
- Pedestrian link from site entry to building entry
- ▭ Landscape interface
- Existing trees to be retained
- Existing trees to be removed
- Proposed Trees
- ✱ Proposed Palm Trees



Key Plan

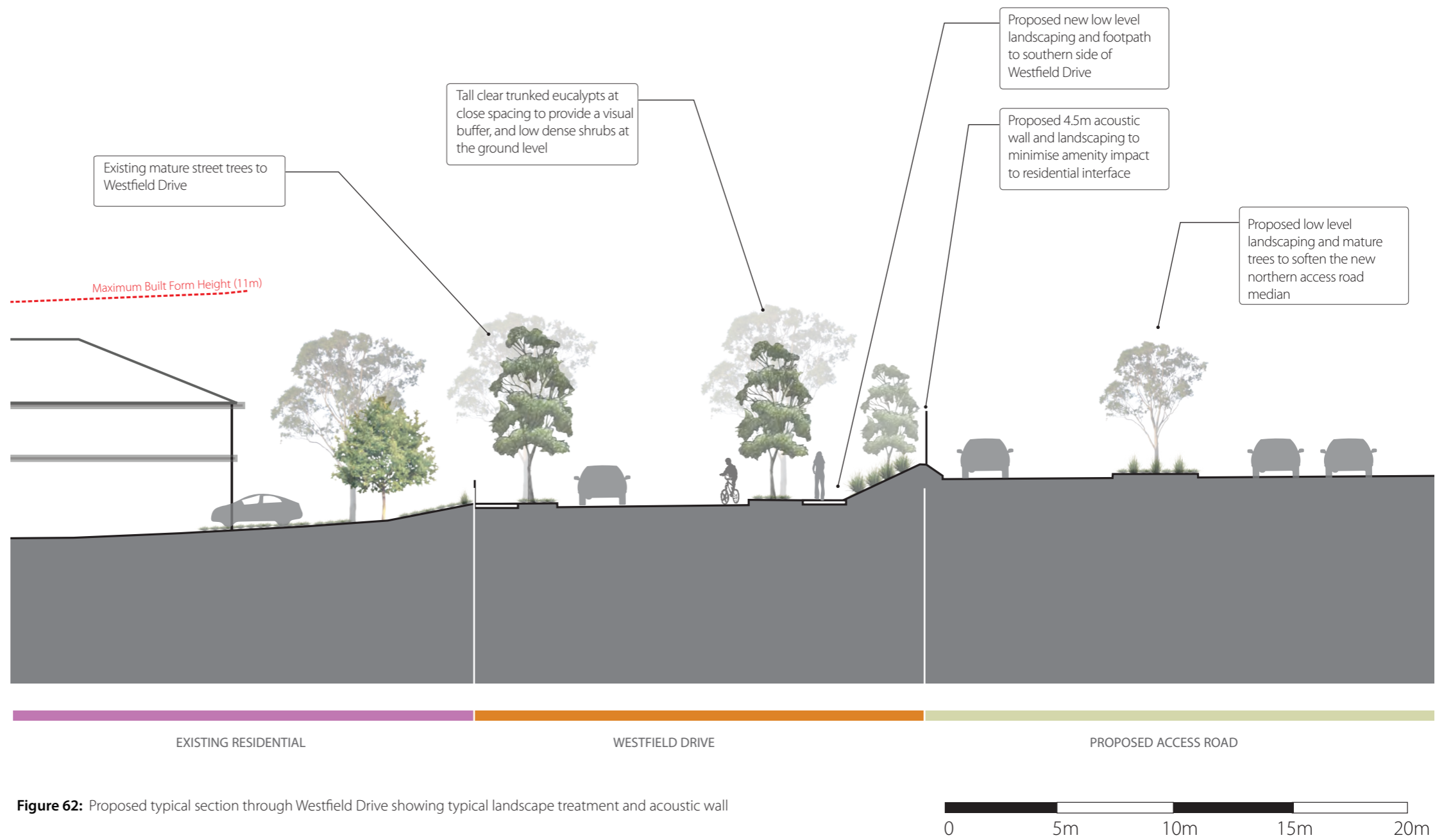


Figure 62: Proposed typical section through Westfield Drive showing typical landscape treatment and acoustic wall



### 3.8 Development Criteria

This section sets out the criteria that apply to any future development proposed at the Westfield Doncaster complex. These have been separated into the key locations of future development areas articulated in the concept plan.

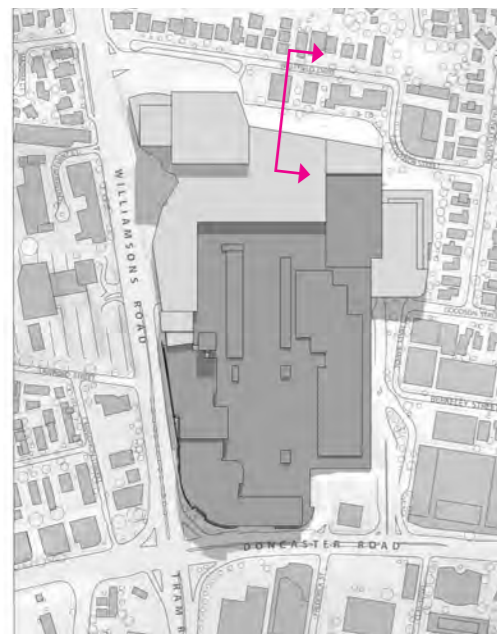
#### WESTFIELD DRIVE INTERFACE

Single and double storey dwellings along Westfield Drive and Tower Street establishes a generally low-lying and residential character to the north and the east. Some infill is visible and recent lot consolidation has facilitated the development of three-four storey apartment blocks on key corner sites. The current zoning of the properties along Westfield Drive allows for development of up to 11 metres.

The treatment of built form facing Westfield Drive should provide an appropriate transition in height from the adjacent residential scale. It should also consider the topographic variance between site and Westfield Drive interface.

Key components of the Westfield Drive interface will include:

- A maximum built form height of RL136 along Westfield Drive.
- Built form will be set back from the northern boundary of the site by a minimum of 15m.
- The treatment of built form facing Westfield Drive will include an appropriate transition in height from the adjacent residential scale and the design of any will consider the topographic variance between site and Westfield Drive interface.
- Multi-level deck car parking will be screened from streetscape with adequate planting and/or screening elements.
- Acoustic barriers with a maximum height of 4.5m will be used to mitigate noise impacts of the proposed entrance way from Williamsons Road and treated with pattern, texture, colour, or landscaping to provide a positive visual interface.
- Landscape treatment along Westfield Drive will feature the use of tall clear trunked eucalypts at close spacings. Low dense shrubs at the ground level should be used to provide a solid green ground plane, further enhancing visual amenity.



Key Plan

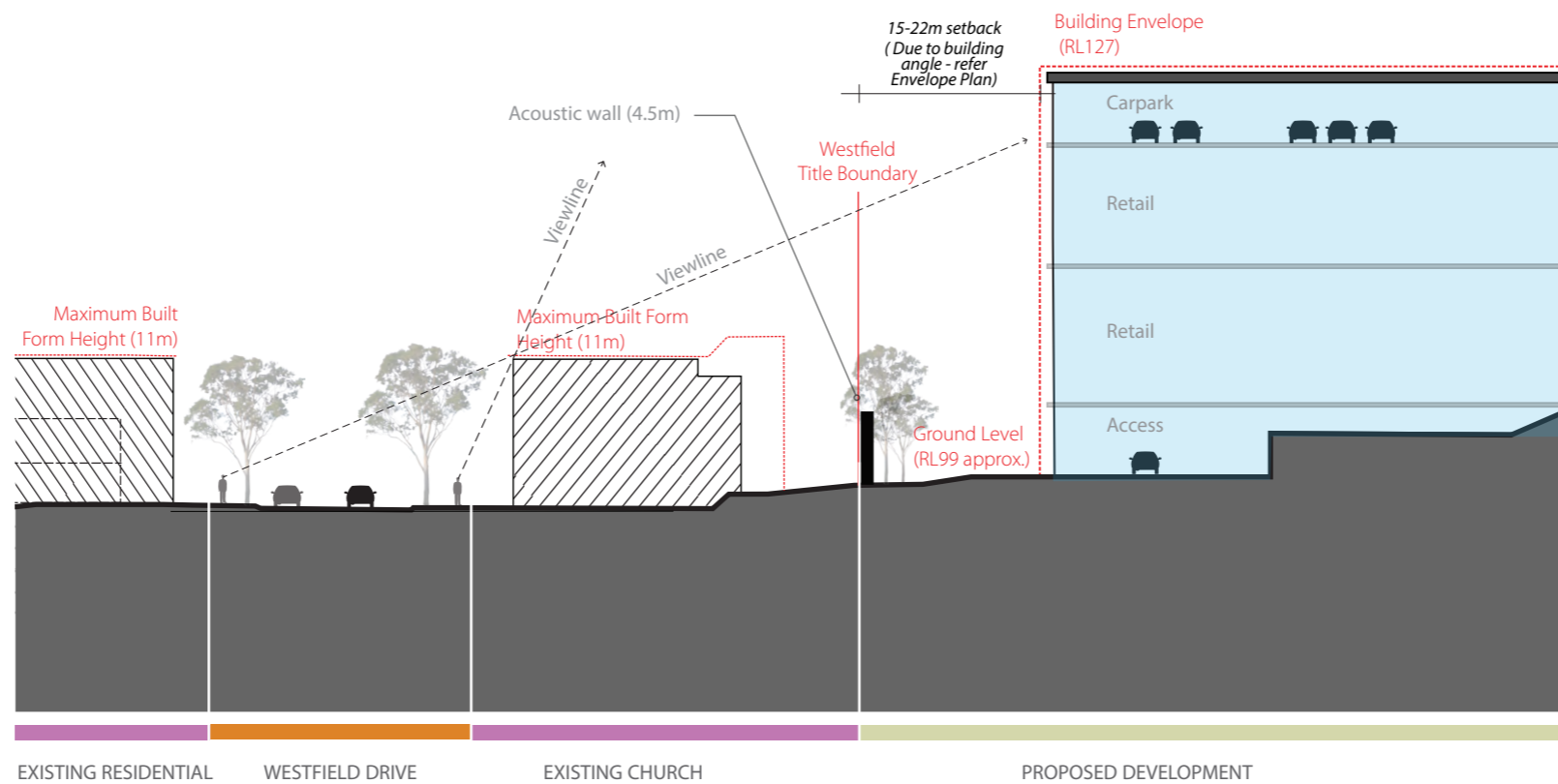
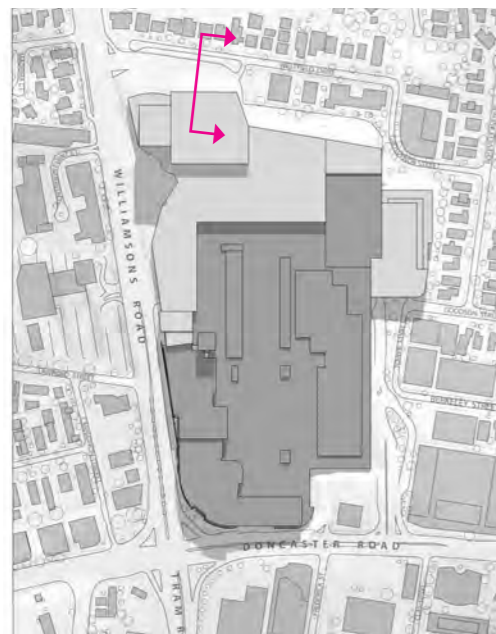


Figure 63: Section showing interface to Westfield Drive properties, with potential future built form illustrated ( Floor levels are indicative only)







Key Plan

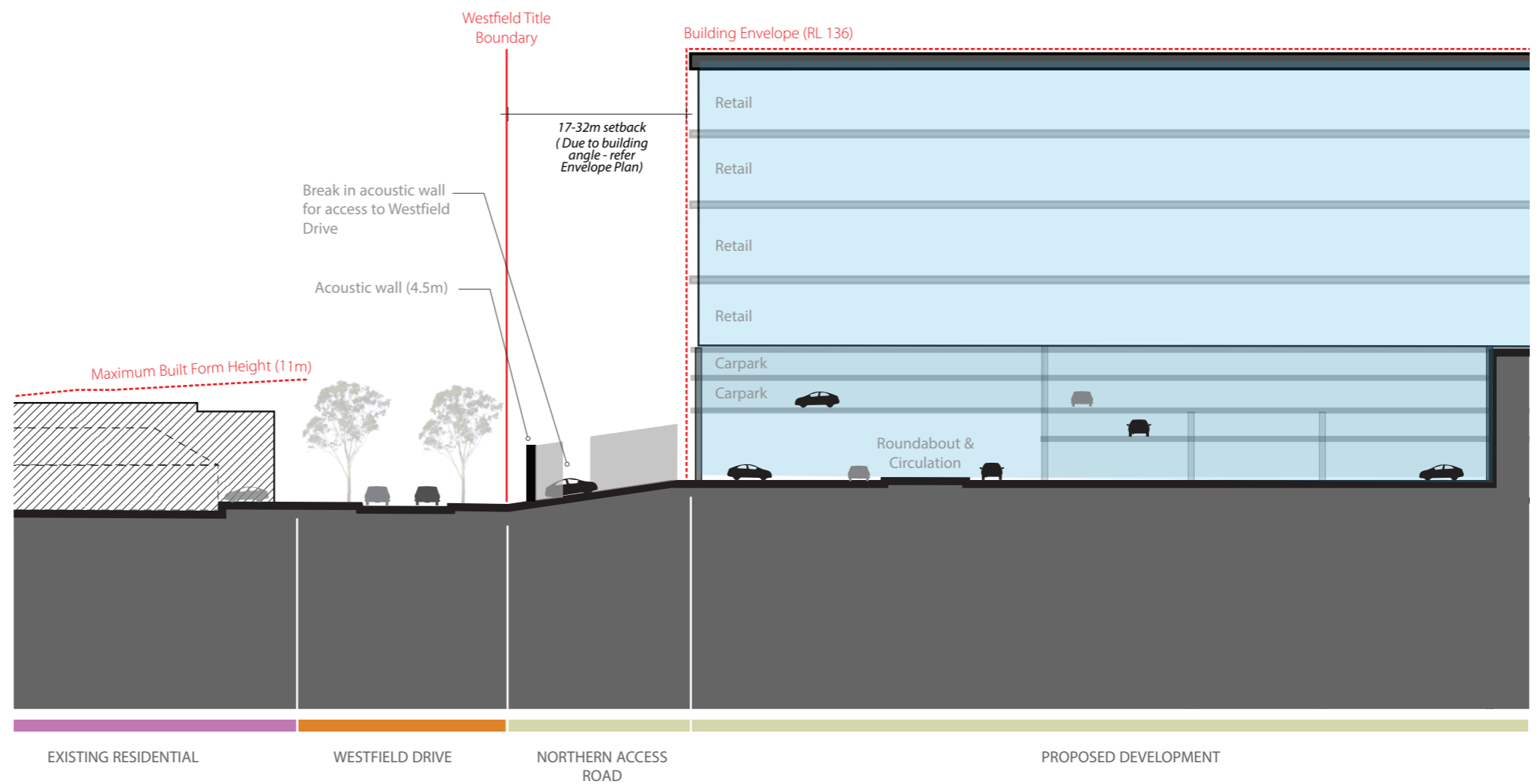


Figure 64: Section through proposed accessway showing interface with Westfield Drive (Floor levels are indicative only)



The urban design and strategic context of the site presents an opportunity to include a commercial gateway building that marks the gateway to the Doncaster Hill Precinct. The tower will demonstrate an exemplary design response to signify the northern entrance to Doncaster Hill.

Key components of the Westfield Drive interface will include:

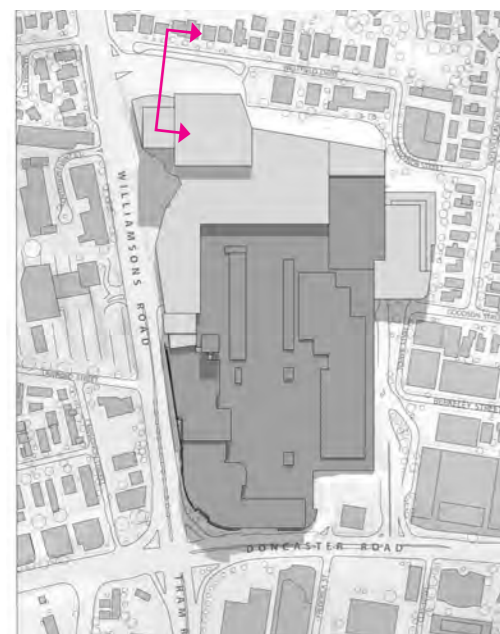
- A maximum height of RL166 to the commercial gateway building, located on Williamsons Road. This will provide for approximately 10 storeys above the retail podium level,

- The tower will be located away from perimeter of the site as per the envelope plans and be distinguished as a distinct element from the existing retail centre to delineate its commercial function from the retail levels below,
- Architecturally, the tower will incorporate gestural façade treatments that appear visually interesting and dynamic from afar,

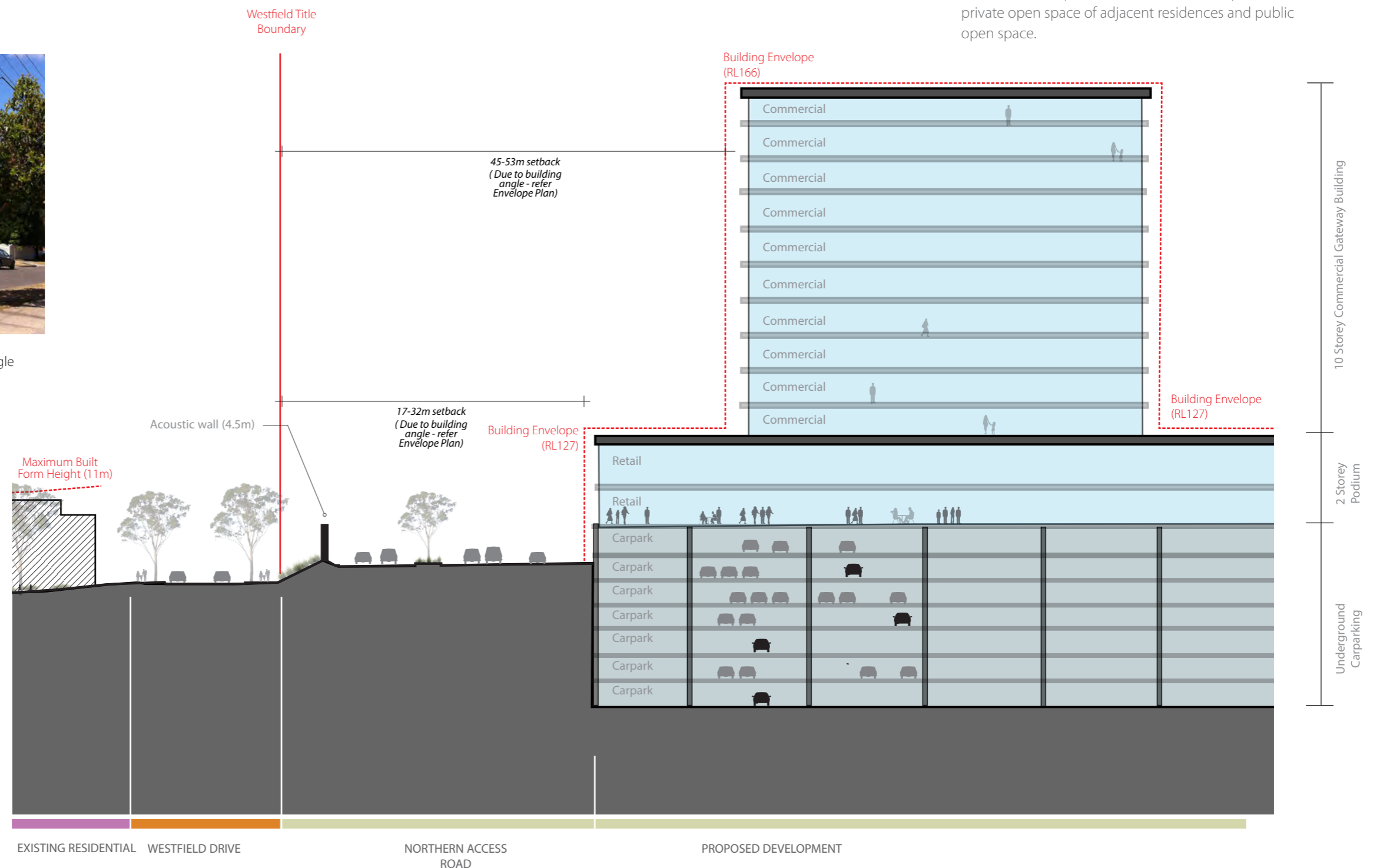
- The tower form will be designed to maintain an acceptable level of sunlight to adjacent sites and existing or proposed public realm areas including the entry forecourt,
- Higher built form will be articulated to achieve reasonable solar access to the Williamsons Road entry forecourt and any proposed upper level open spaces at key times of the day,
- Ensure that adequate direct solar access to provided to private open space of adjacent residences and public open space.



**Figure 65:** Residential dwellings along Westfield Drive are single or double storey in height establishing a low-lying residential interface to the north



Key Plan



**Figure 66:** Section showing stepping down of built form massing to Westfield Drive (Floor levels are indicative only)

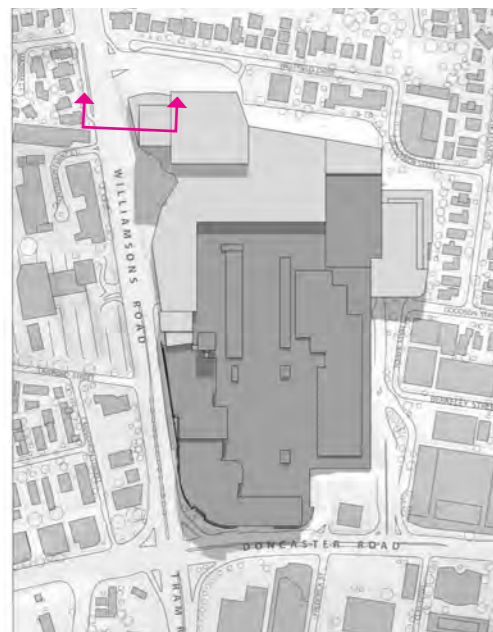


## WILLIAMSONS ROAD INTERFACE

Williamsons Road is a key axis within Doncaster Hill, and a number of apartment buildings (between 7 and 9 storeys) are currently located along the Williamsons Road interface with the centre. Higher built form is generally located near the street edge, which has established a boulevard-style streetscape character. Building height typically reduces away from the street edge and is variable depending on the site and the topography.

Some low-lying commercial uses are located on the road and are generally single or double storey with surface car parking. Such sites may be developed in the future into higher density residential accommodation or for commercial purposes at similar or taller heights than currently visible at Doncaster Hill.

The current planning scheme controls provide for a maximum height (excluding basement) of between 29-36 metres. The proposed development responds to the existing urban conditions and future built form.

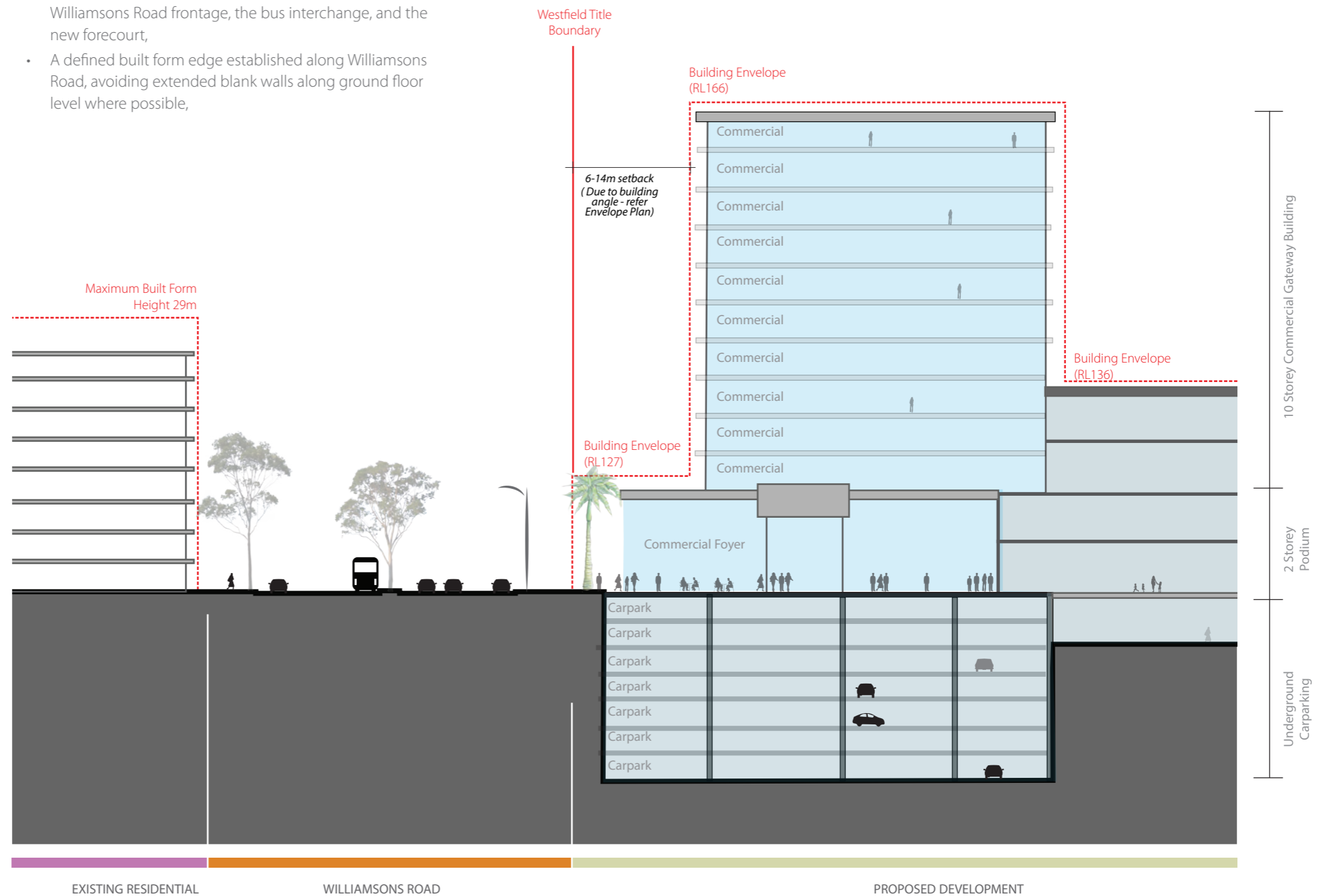


Key Plan

Key components of the Williamsons Road interface will include:

- A maximum built form height of RL127 along most of the length of Williamsons Road,
- A maximum built form height of RL135 and RL137 near the existing cinema complex,
- A more urban character than that of the northern interface achieved through minimal street setbacks and the location of retail frontages engaging with the Williamsons Road frontage, the bus interchange, and the new forecourt,
- A defined built form edge established along Williamsons Road, avoiding extended blank walls along ground floor level where possible,

- Landscaping comprising of Canary Island Palms, where appropriate, to continue the existing (and long standing) theme that is closely associated with Westfield Doncaster. The use of these trees along the Williamsons Road frontage should contribute to a boulevard treatment.
- Landscape treatments that are distinct but complementary to the streetscape to the north and south.



**Figure 67:** Proposed typical section through proposed forecourt and Williamsons Road illustrating built form envelope and potential expression of commercial gateway building and retail podium (Floor levels are indicative only)

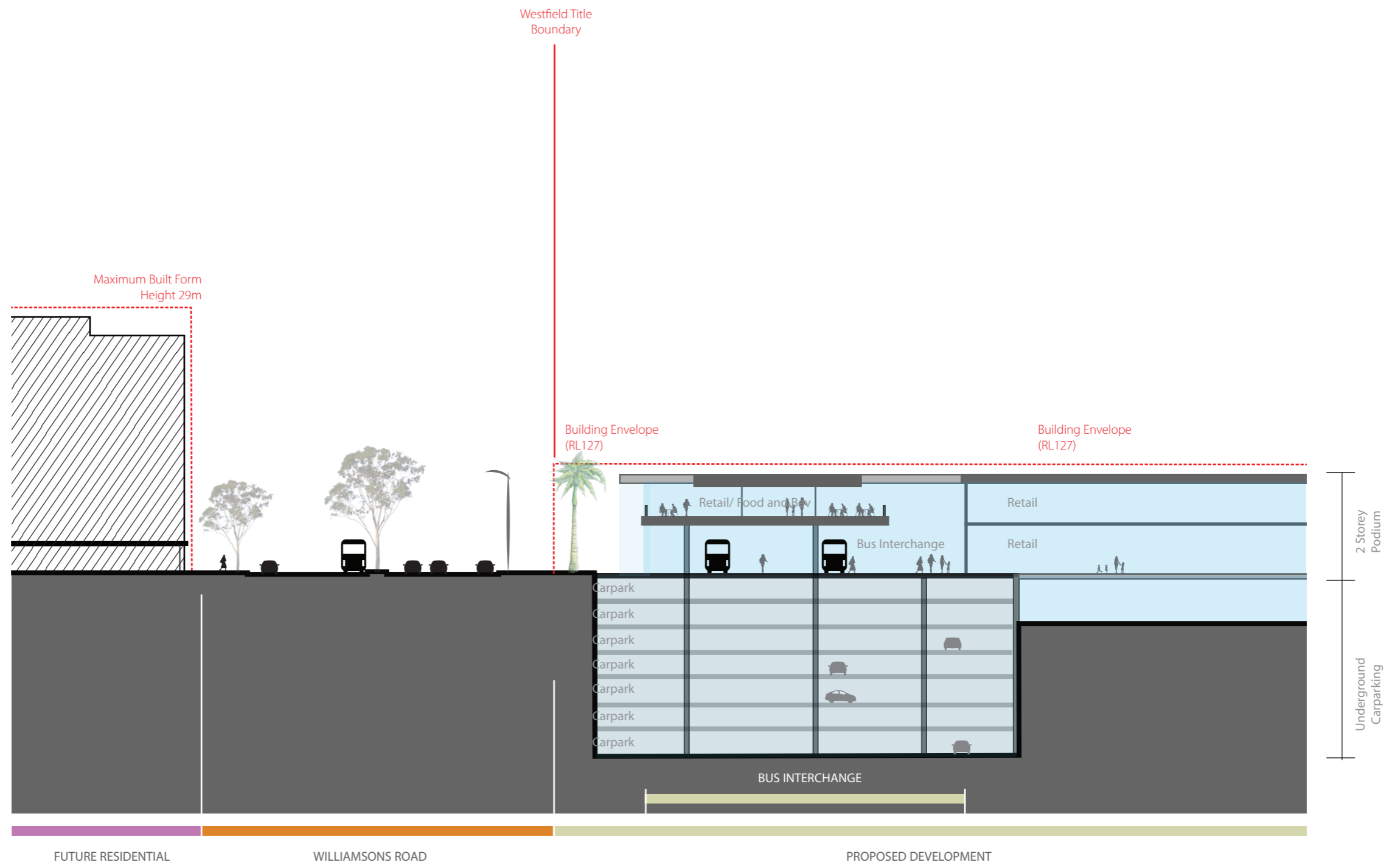
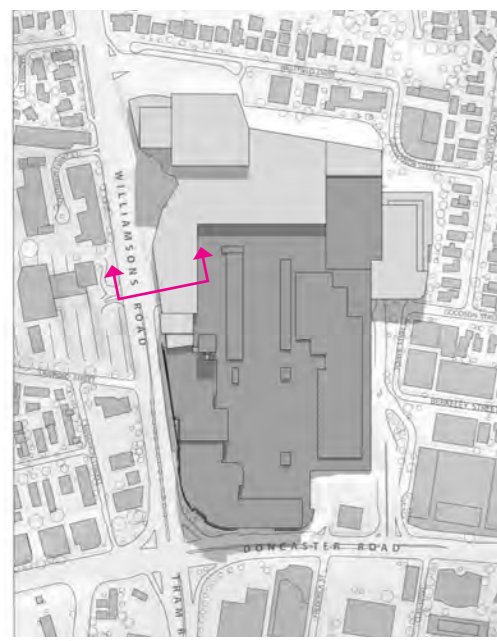
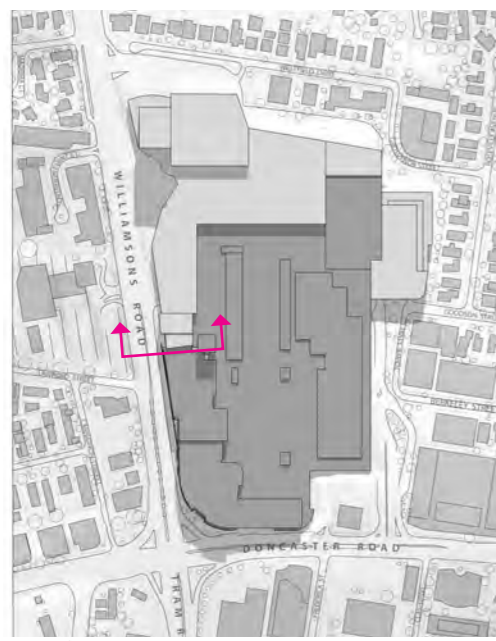


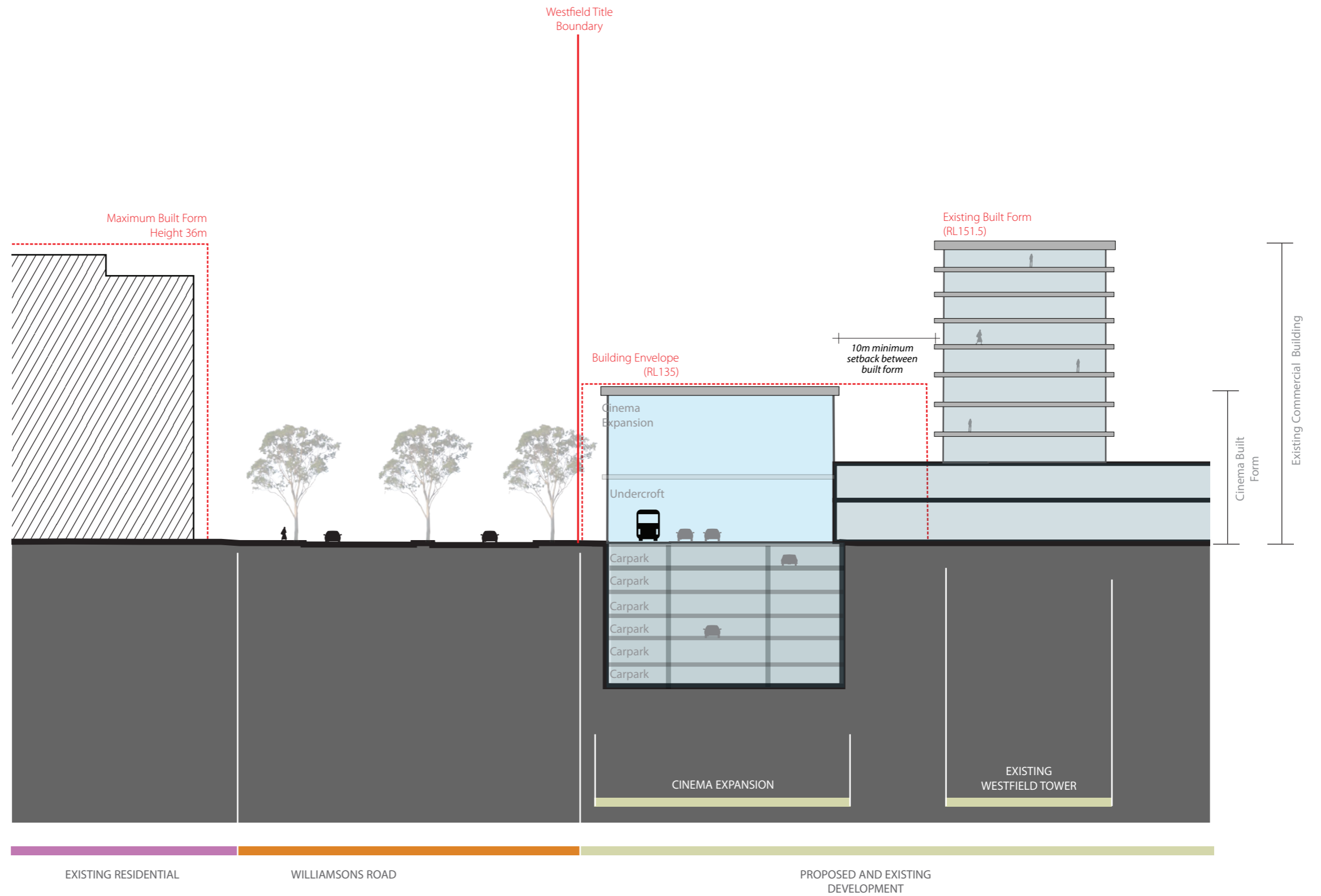
Figure 68: Proposed typical section through bus interchange and Williamsons Road showing potential upper level uses ( Floor levels are indicative only)







Key Plan



**Figure 69:** Proposed typical section through cinema complex expansion and Williamsons Road, where a higher maximum built form height applies ( Floor levels are indicative only)



## ROSEVILLE AVENUE INTERFACE

Residential housing lots along Roseville Avenue create a sensitive interface to the eastern site boundary of the site. Dwellings are generally single storey and have direct views of the complex. The current zoning of the properties along Roseville allows for development of up to 11 metres.

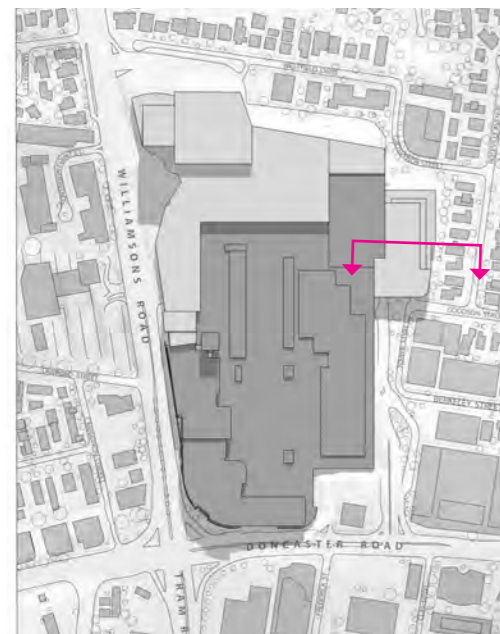
Built form facing Roseville Avenue should provide an appropriate transition in height from the adjacent residential scale and limit where possible the visual impact of built form on viewlines from the surrounding public realm areas or streets.



Figure 70: Existing double storey dwelling on Roseville Avenue

Key components of the interface will include:

- A maximum height of RL121 for the proposed additional levels to the approved car park envelope,
- Levels above RL107.6 of the car park are recessed and set back from the site boundary to provide a reasonable transition in built form (refer to 3.5 Envelope Plan for setback details),
- Façade treatment designed to ensure that the car park presents as an articulated form, softened visually with architectural elements, cladding, varied colours and lighting treatments,
- Ground level planting adjacent the boundary to mitigate the visual impact of the car park, with existing trees to be retained and supplemented with additional evergreen trees.



Key Plan

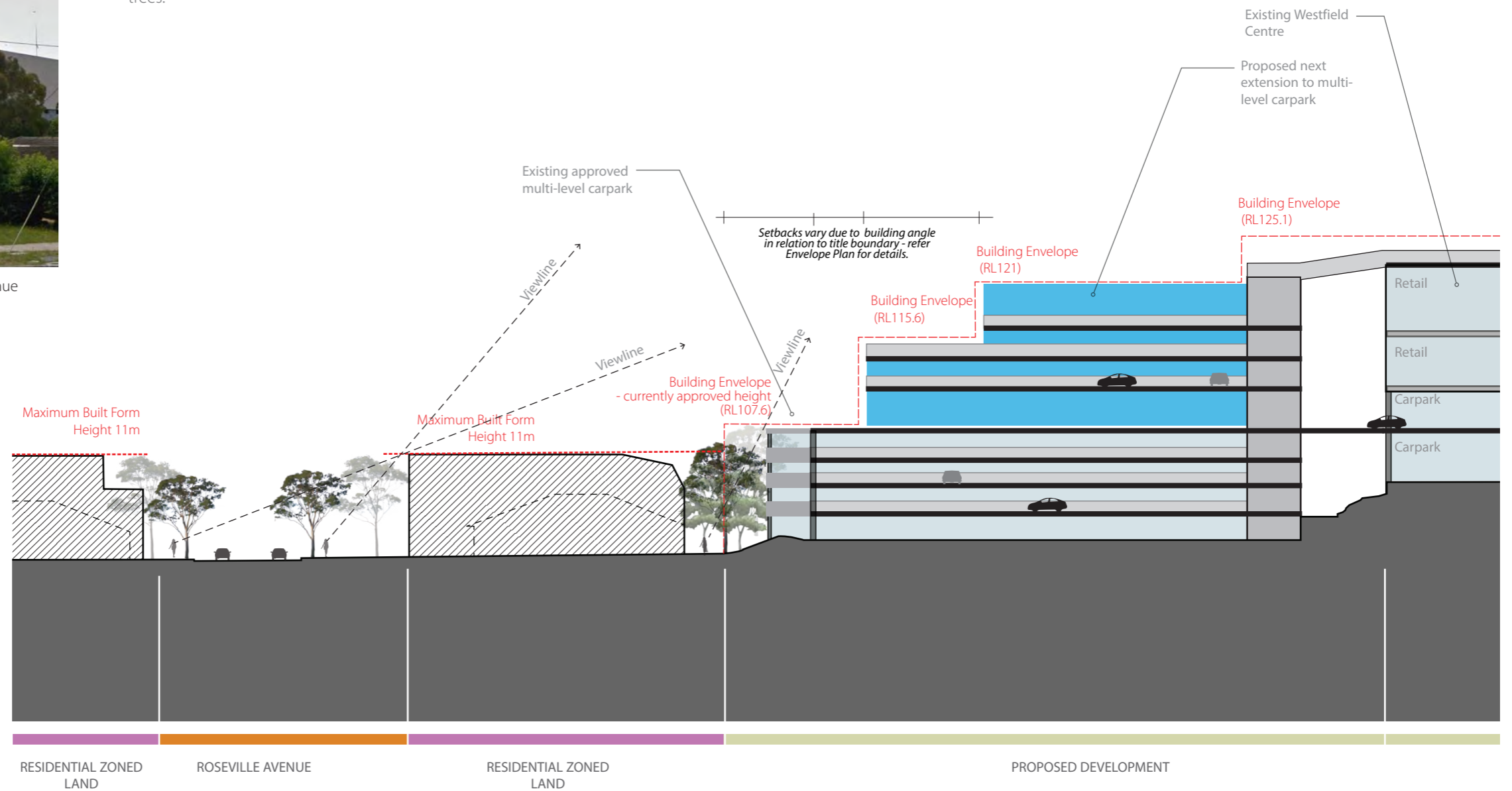


Figure 71: Typical section through Roseville Avenue showing built form envelope and potential expression of car parking structure (Floor levels are indicative only)





## BUS INTERCHANGE

As part of the Development Plan, it is proposed to alter the location and configuration of the existing bus interchange to improve its operation, accessibility and storage capacity.

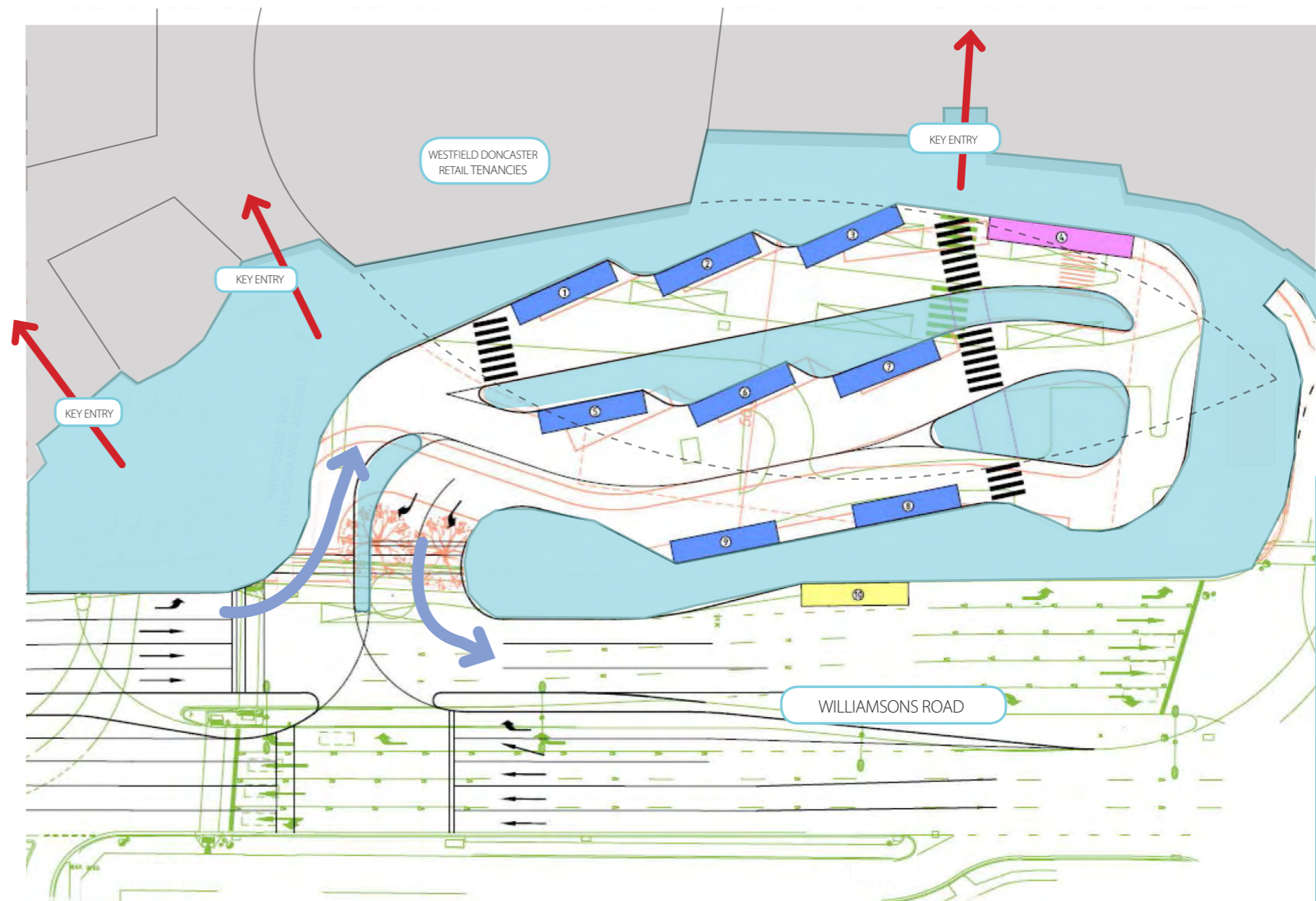
The bus interchange is to be relocated to the north of its current location, with a dedicated signalised intersection providing access to the interchange.

The proposed location is expected to improve the overall accessibility for patrons to Westfield Doncaster by bus by providing a high-quality interchange at a location central to and integrated with the Centre. It is intended that the facility will be provided on the ground level and provide full weather protection (i.e. undercover) for passengers.

Key components of the bus interchange will include:

- Clear and direct connections between the entry forecourt and the bus interchange, providing pedestrians with a logical and comfortable passage from public transport into the centre,
- Small-scale retail use(s), public transport and/or bicycle facilities incorporated into the design of the bus interchange to activate the area. Where possible, structures and building services should be co-located and incorporated into activation nodes,
- Modified pedestrian crossings on Williamsons Road in conjunction with the interchange upgrade. New crossings will be designed to align with pedestrian desire lines and building entries, to assist with intuitive wayfinding,
- Improved pedestrian and bus visibility will be a key element of the new bus interchange design to improve user safety,
- A new dedicated area for bus driver amenities within close proximity of the interchange,

- Light coloured materials to be used on the underside of the bus interchange roof to maintain adequate levels of light during daylight hour,
- A similar high quality of finish as could be expected from a metropolitan train station,
- Lighting and acoustic treatments are designed to provide a calm, pleasant and safe environment for all users,
- Clearly defined areas for dedicated bus and pedestrian activity through different paving treatments,
- Generously proportioned pedestrian crossing areas that are aligned with desire lines, and that are raised and paved to match the level and finish of the concourse,
- Fencing/barriers where appropriate to discourage pedestrians from crossing bus priority areas, and that are designed to be attractive and generally transparent, Where appropriate, barriers should incorporate seating, planters and structural elements,
- Good fresh air ventilation to remove bus exhaust fumes and ensure good air quality of interchange users,
- Weather protection provided to enable comfortable movement between the bus interchange and adjacent areas.



**Figure 72:** Proposed bus interchange concept plan showing configuration of nine bus bays and traffic layout



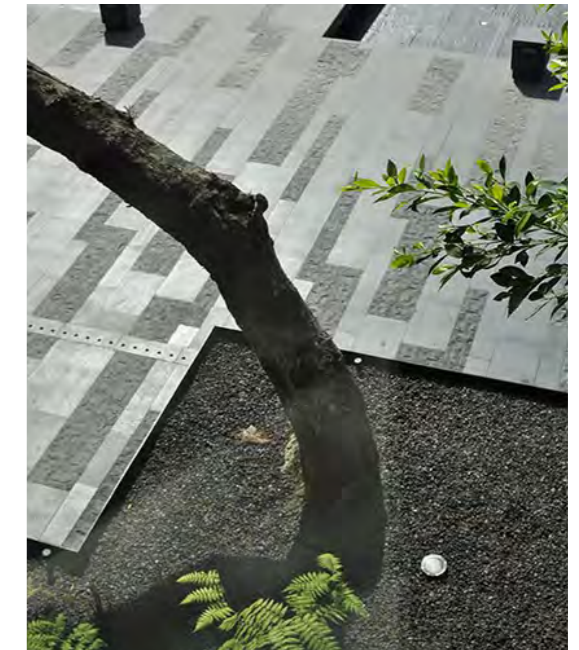
## ENTRY FORECOURT

The current primary pedestrian entrance on Williamsons Road is located internally on the site and is separated from the street edge by the existing bus interchange. To better activate the street edge, the entrance should be located near the street edge allowing direct access into the complex and provide a sense of address along the arterial road.

To achieve this, a new entry forecourt or plaza space of approximately 400sqm is proposed on Williamsons Road.

Key components of the entry forecourt will include:

- Foot paths around the forecourt that are wide enough to accommodate for outdoor seating and pause spaces if required.
- Pavements will be primarily of a mass character with colour and texture used.
- A direct pedestrian linkage between the forecourt and Williamsons Road and appropriate weather protection devices and pedestrian scale landscaping to make it feel comfortable and enticing to users.
- Active uses such as retail shops, cafes, restaurants, takeaways that are co-located near the Williamsons Road entry forecourt to provide a sense of vibrancy to this important node.
- Public lighting which allows the forecourt to operate as an evening space, provide a sense of safe passage through the space, an enhance the character to the space.
- Feature lighting should highlight all changes of level (including seating), emphasize trees, outline key movement routes, and indicate outdoor dining areas.
- Adjacent built form designed to provide reasonable access to sunlight to the forecourt and to reasonably minimise wind impacts on the space.



**Figure 73:** Pavements should be primarily of a mass character with colour and texture used



**Figure 74:** Public realm concept plan showing potential proposed treatment of entry forecourt and bus interchange areas



**Figure 75:** Durable materials to external landscape structures



### 3.9 Ecologically Sustainable Development

#### SUSTAINABLE DESIGN RESPONSE

The proposed expansion of Westfield Doncaster will continue to recognise the importance of achieving a strong sustainable outcome for the proposed development to support the Manningham City Council's sustainability aspirations for Doncaster Hill.

It will adopt an integrated and holistic design approach that considers the triple bottom line view of sustainability. The ESD report identifies a number of sustainability commitments, under the following themes:

- Management
- Indoor Environment Quality
- Energy and Greenhouse Gas Emissions
- Transport
- Water
- Materials
- Land Use and Ecology
- Emissions
- Public Realm and Community Infrastructure

It also intends to build on the Centre's previous environmental successes and best practice' sustainable design approach, to take a further step forward and achieve a 'National Excellence' outcome by demonstrating the potential to achieve a 5-Star Green Star rating or equivalent performance for the expanded retail centre as well as the proposed new commercial office development. Noting that obtaining a formal rating may not be possible as the development reflects an expansion of the existing facility.

As per the previous expansion the proposed next expansion will adopt an integrated and holistic sustainable design approach that considers a triple bottom line view of sustainability incorporating the different aspects of achieving real outcomes.

The expansion will target a greenhouse emission reduction of at least 25% as compared to a reference design through a combination of efficiency measures in the Cundall Sustainability Commitments report. It will support Manningham Council's Water15 Sustainable Water Management Plan by adopting a strong approach to potable water conservation and include infrastructure for YVW recycled water.

#### APPROACH & METHODOLOGY

The proposed integrated and holistic approach that will be adopted will be a responsible one where environmental design and sustainability initiatives will be considered based on offering a practical, effective and real sustainable outcome. Each initiative will be reviewed against the following considerations:

##### **Cost**

e.g. Capital, Maintenance, Energy Life Cycle & related Building Costs

##### **Flexibility**

- e.g. Operational, Layout / Load Adaptability, & Future Expansion

##### **Reliability**

- e.g. Ease of Maintenance, Resilience & use of Proven Technology

##### **Environmental**

- e.g. CO2 Emissions, Water Conservation, Waste Minimisation & Comfort Control

### 3.10 Social Infrastructure

As part of the Development Plan, an assessment into the potential demand for additional community facilities and services to mitigate any social impacts generated by the development has been undertaken.

The proposed development at Westfield Doncaster will broadly deliver, or contribute to achieving, a number of the strategies and objectives Council has identified will have a Net Community Benefit. This includes:

- the development of sustainable transport options, reduce travel demand and change travel behaviour
- providing future traffic and transport infrastructure requirements in a comprehensive, timely and equitable way
- further enhancing the status of the Doncaster Hill Activity Centre, which provides for an appropriate mix of uses and functions.

More specific social infrastructure outcomes for the site will include:

- additional services in the shopping centre, particularly allied, medical and dental services to complement the proposed office development
- a community space of at least 100sqm is to be provided through a Section 173 Agreement as a condition of future planning permits. This will be located within close proximity to the bus interchange to provide ready access to public transport.

### 3.11 Advertising Signs

All signs proposed at the Westfield Doncaster complex will be assessed in response to Clause 22.07 of the Manningham Planning Scheme. Any signs within a setback line of 5 metres to Williamsons Road are considered in the following context

- Signs have primarily a directional role to guide road users to an appropriate vehicle entry for the site
- Shopping centre directional signs may include the primary tenancies serviced by that access location
- Signs may display car parking information
- Signs are integrated within the landscape setback and boulevard character of the road reserve but are able to be sited to fulfill their directional road and be visible to road users
- Signs are illuminated where required, but within the VicRoads guidelines to ensure that signs do not compromise the safety of the road network
- Signs are associated with the bus interchange, including any promotional signs forming part of the bus interchange infrastructure, such as on bus shelters.

### 3.12 Acoustic Treatments

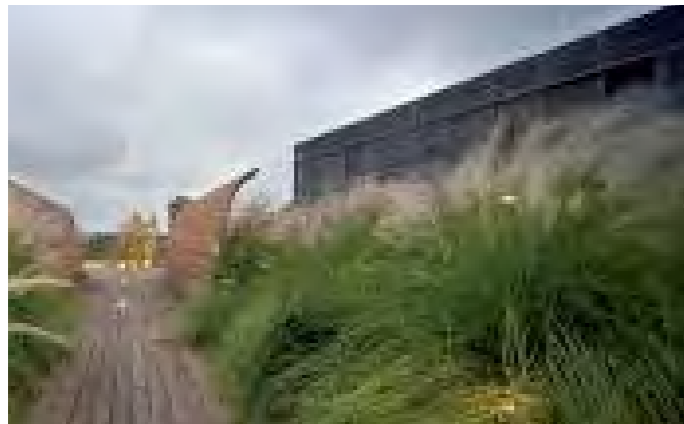
The acoustic environment at the site is dominated by transportation noise associated with the surrounding road network, particularly near Williamsons Road. An existing bus interchange is currently located off Williamsons Road along the western side of the existing development, however traffic noise associated with Williamsons Road dominates noise generated by the existing facility.

Nearest noise sensitive receivers are the existing residential dwellings located to the north of the site along Westfield Drive as well as residential receivers to the east and west of the site on Williamsons Road. Noise associated with Williamsons Road dominates the acoustic environment at that location. The potentially most affected sensitive noise receivers are the residential properties along Westfield Drive to the north of the site.

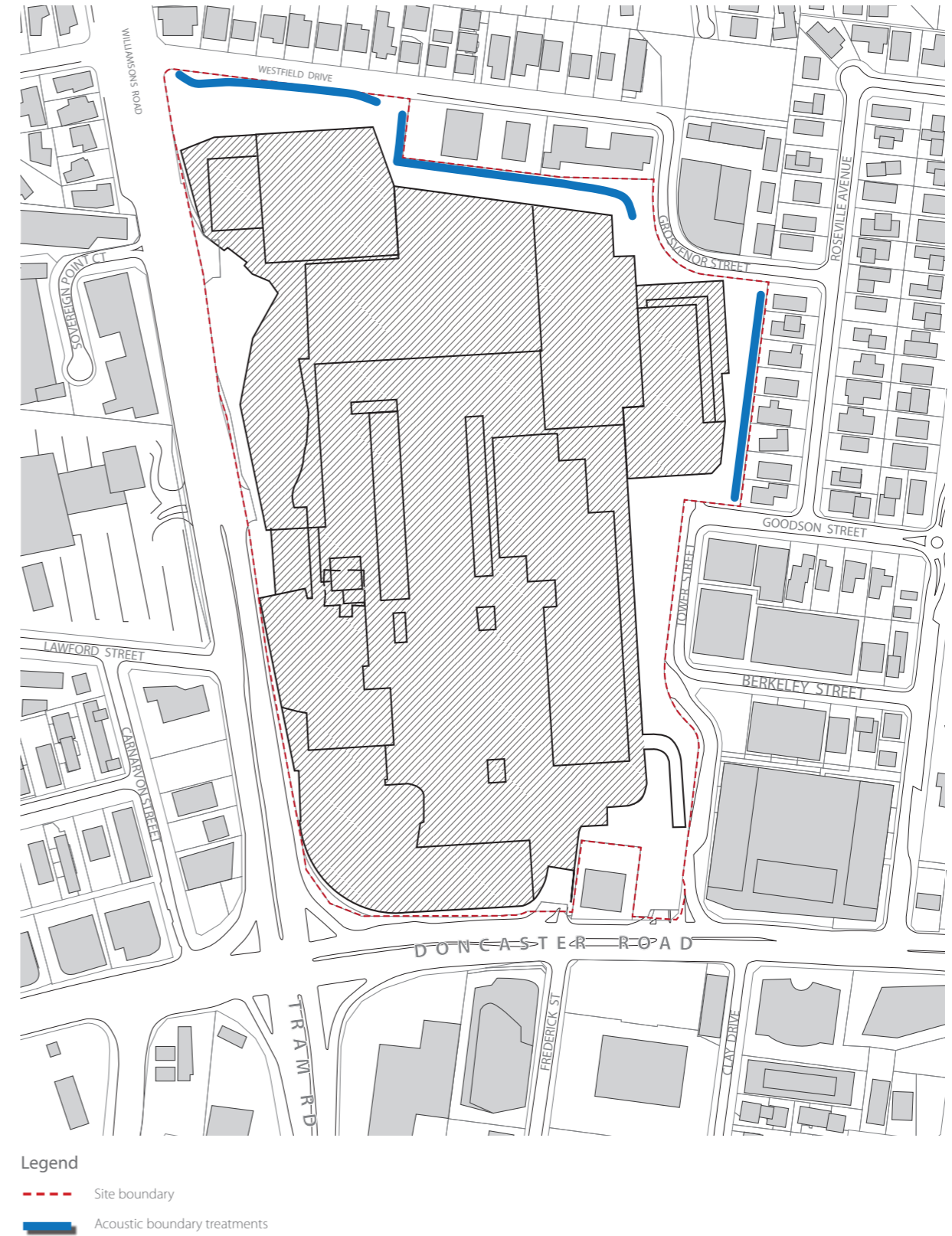
The primary source of potential impact associated with the subject development will be traffic noise associated with the proposed future expansion. This element will continue to be the predominant source of environmental noise emissions from the development site from car movements accessing the proposed new northern entrance location.

Key components of the acoustic treatment will include:

- Plant and equipment serving the development are designed to ensure compliance with SEPP N-1. Conventional acoustic treatment measures may be implemented to ensure compliance with this criteria.
- Traffic noise on the site associated with the modification to the planning scheme has been designed to meet noise objectives based on SEPP N-1.
- A 4.5 metre high screen has been proposed along the northern boundary of the site. An opening to provide public access to Westfield Drive is incorporated. Material options for the screen that could be considered include precast concrete, Hebel, glazed walls, masonry walls, cement sheet, timber, landscape earth berms or similar or a combination of those elements. Final details of the screen and materiality would be confirmed during future planning permit stages.
- Predicted noise levels for development across Westfield Drive which is constructed to a height of up to 11 metres will be above SEPP N-1 design levels but will be low in level (less than 58 dB(A) Leq) and will not adversely impact future residents.
- Approved acoustic treatments to the approved and proposed sections of the multi-deck carpark (located to the north-eastern corner) in accordance with Clause 1.11 of Planning Permit No. PL 13/023936.



**Figure 76:** Potential acoustic wall and landscape treatments that may be utilised to mitigate noise along sensitive interfaces



**Figure 77:** Proposed location of 4.5m acoustic barrier

### 3.13 Staging Plan

The development will potentially may be built in up to six stages, as indicatively illustrated on the diagram opposite. The stages have been defined to achieve the following objectives:

- To minimise disruption to adjoining neighbours and the local street network during the construction phase.
- To ensure there is minimal impact on the environment during the construction phase.
- To minimise disruption on existing retailers within Westfield Doncaster during construction.
- To maintain sufficient shopping centre access during the construction of the major expansion works.
- To mitigate expected car parking deficiencies during construction.

Note: Staging is indicative only and is subject to confirmation at the time of lodgement of any relevant permit.

The indicative staging plan sequencing takes into account the staging objectives and also proposes a practical strategy in terms of deliverability:

- **Stage 1:** the multi-deck car park approved in November 2015, comprises approximately 850 car spaces over 5 levels. Estimated completion in Q3 2016.
- **Stage 2:** comprises potential additional levels to the Stage 1 multi-deck car park and the new northern access road from Williamson Rd. The new access road is required to enable vehicular access to the new multi-deck car park and existing David Jones car park during construction of the remaining stages of the development. The existing access to these car parks will be deleted during the stage 3 works.
- **Stage 3:** comprises a new retail floorspace and connecting mall
- **Stage 4:** comprises access to the new department store and connecting mall
- **Stage 5:** involves the refit and replacement of the previous department store with retail and access to the new department store and surrounding retail
- **Stage 6:** Commercial gateway building

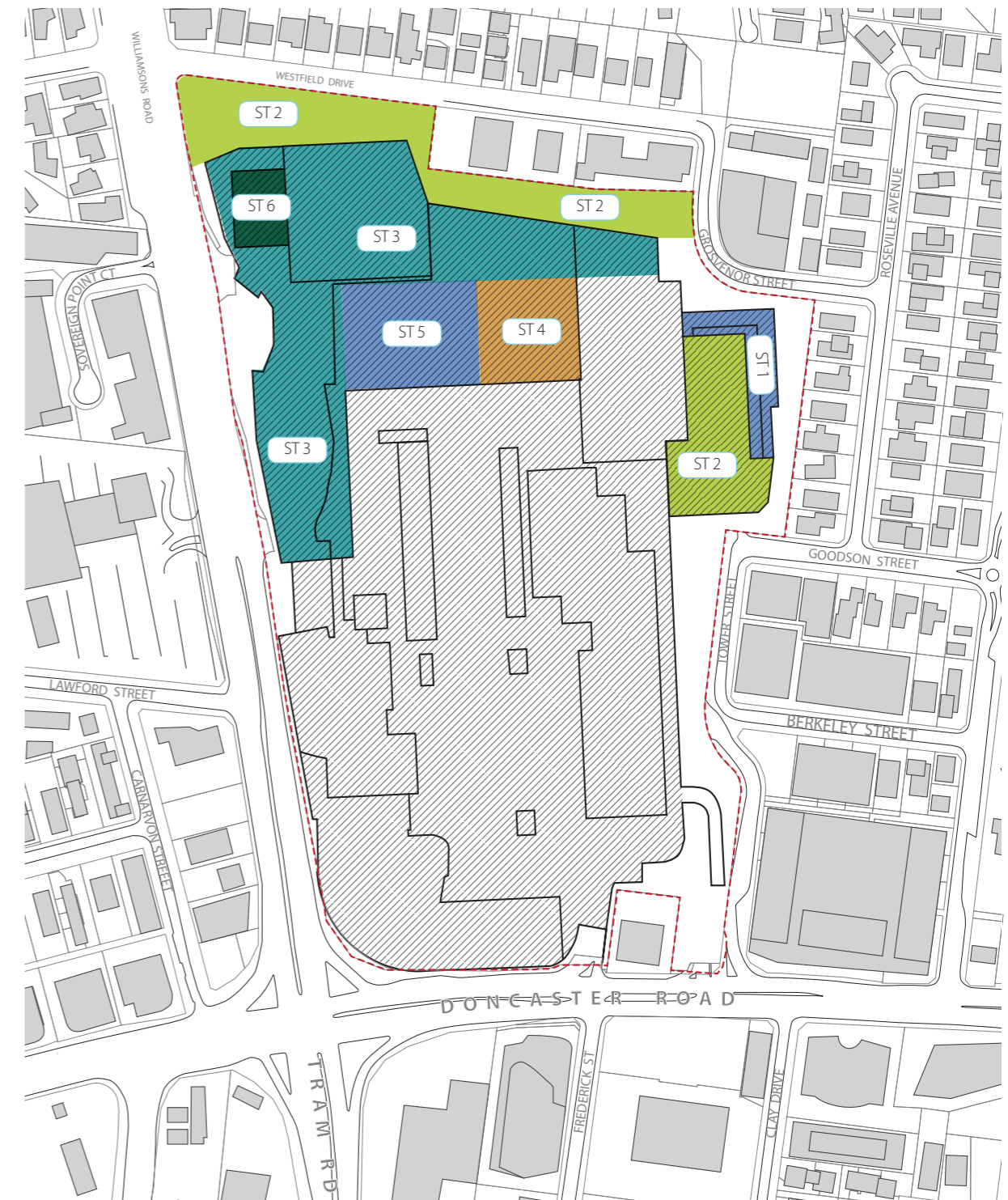


Figure 78: Potential staging plan









## 4. ECONOMIC BENEFITS

Westfield Doncaster has a leading role for retailing, leisure and entertainment in the east/north east region of Melbourne, and also serves a significant local role in supporting the profile and development of the Doncaster Hill Activity Centre.

Originally developed in the late 1960's, Westfield Doncaster has emerged as one of Melbourne's leading shopping centres following its last major redevelopment in 2008. This expansion reflected a significant elevation of the centre's offer and role, with key additions including a David Jones department store, Target and Big W Discount Department Stores (DDS) and a major refurbishment and upgrade to other parts of the centre.

Westfield Doncaster now serves an extensive retail catchment and also attracts some 20% of its custom from outside its natural trade area. The centre has assumed a primary role for higher order retail needs in the east/north east suburbs, and in many respects has raised the bar for other major shopping centres in the region. This is evidenced by a number of current proposals for major developments at key competing centres, including Chadstone and Eastland. There is now a clear need for Westfield Doncaster to continue to develop and keep pace with this evolving and more competitive market.

Development in the broader Doncaster Hill precinct has substantially progressed over the past decade, including a number of commercial office buildings, several residential apartment projects, additional retail uses and a new Civic Centre. The Westfield centre will perform an important role to underpin the profile and identity of Doncaster Hill as the centre continues to develop in future.

Retail is a dynamic industry that is constantly responding to changing consumer preferences and commercial needs. This is evident in the retail structure surrounding Westfield Doncaster, with major developments under construction or proposed at Eastland, Chadstone, Knox and The Glen. For regional centres such as Westfield Doncaster, it is necessary not only to keep pace with change occurring, but to exceed standards and set new benchmarks, as proposed in the latest expansion scheme.

Scentre Group is proposing to strengthen and enhance the centre's role through a proposed expansion of approximately 61,000 sq.m of leasable floorspace, including 43,000 sq.m of shop floorspace. Commercial office space of 18,000 sq.m is also proposed as part of the development of the complex.

Analysis indicates that the centre expansion will meet around 35% of additional floorspace requirements over the next decade, leaving ample market capacity for ongoing expansion of other centres.

In relation to new employment generated jobs, it is forecasted that the proposed expansion will generate:

- Approximately 2,040 direct construction jobs, based a projected development cost of \$500 million.
- Almost 2,900 new full time and part time workers at the centre on completion of the expansion.
- A further 5,500 indirect jobs from flow-on employment effects.

Overall, analysis suggests that the proposed expansion of Westfield Doncaster is appropriate and will have clear economic benefits through:

- Improving the scale and quality of retailing serving the east/north east region of Melbourne, and allowing Westfield Doncaster to meet changing consumer requirements and trends.
- Supporting the Westfield Doncaster's role as a catalyst of other development objectives for the Doncaster Hill Activity Centre, as outlined in Council's Attracting Economic Opportunities to Doncaster Hill, Investment Attraction Strategy.
- Generating significant employment benefits for the local and broader communities.

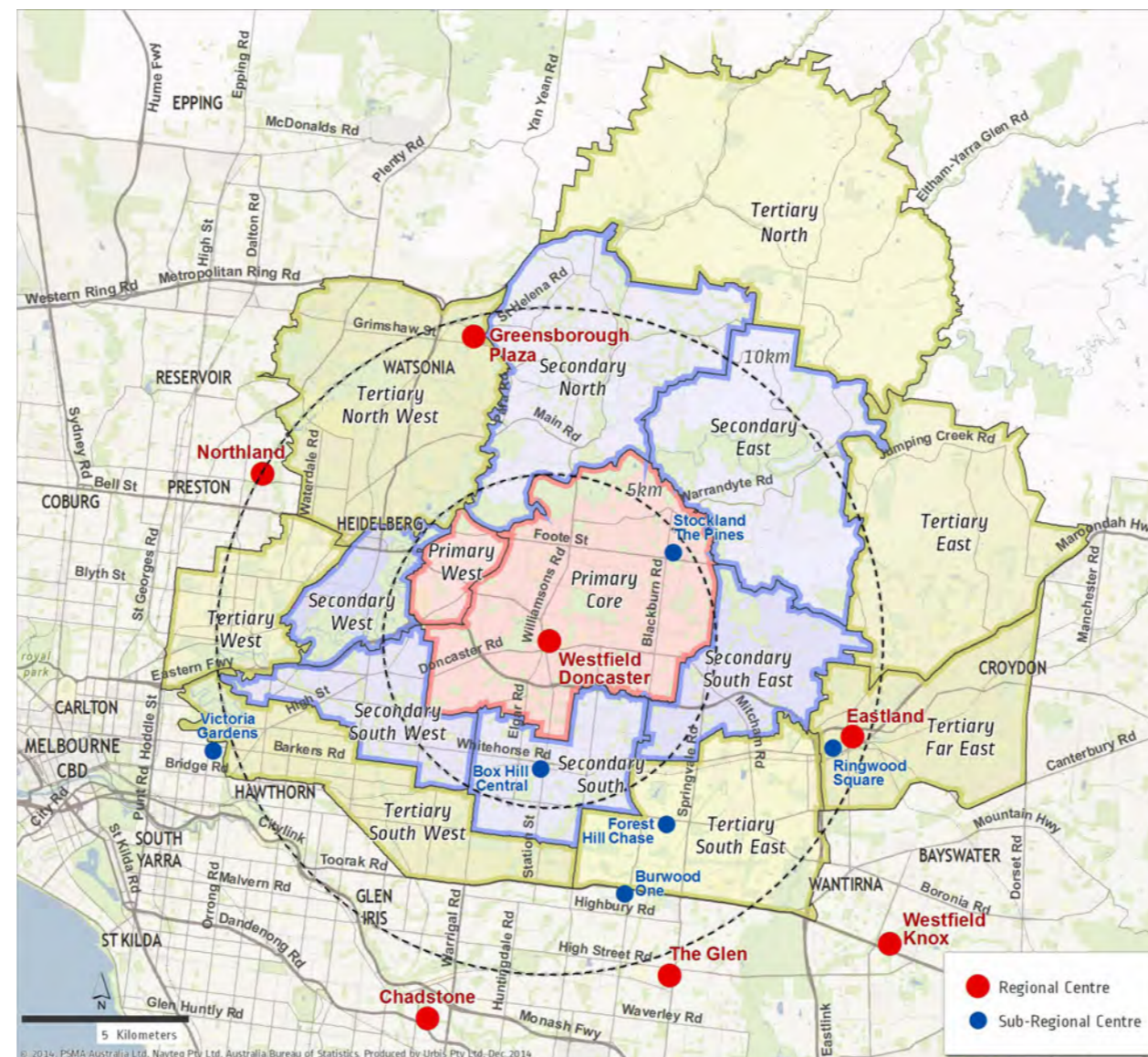


Figure 80: Westfield Doncaster trade area and location of competition centres

Figure 81: The centre is a metropolitan landmark and attractor





## ATTACHMENT 3

The accompanying technical reports are available from

[Council's website](#)

**Recommended changes to Amendment C104 to the Manningham Planning Scheme submitted documents**

No.	Planning Provision	Recommendation
1.1	Clause 21.09	Amend sub-clause 21.09-2 to incorporate minor wording changes, including the reference to the gateway building to ensure it is consistent with requirements set out in ACZ1.
1.2	Activity Centre Zone – Schedule 1	Amend Doncaster Hill Framework Plan both at Section 1.0 of ACZ1 and the Precinct 4 map to distinguish between the existing conditions and future conditions relating to the location of the bus interchange and public plaza/forecourt.
1.3	Activity Centre Zone – Schedule 1	Amend sub-clause 4.4 Advertising signs and boulevard requirements to ensure that the exemption from meeting the mandatory requirements only applies along Williamsons Road.
1.4	Development Plan Overlay – Schedule 4	Amend Clause 2.0 Conditions and requirements for permits to add an additional dot point following the first paragraph: <i>“A Green Travel Plan to support the reduction of requirements for staff parking on the site.”</i>
1.5	Development Plan Overlay – Schedule 4	Amend Clause 3.0 of DPO4 to ensure the use of consistent terminology in referencing ‘ <i>Design Criteria</i> ’ or ‘ <i>Design Guidelines</i> ’.
1.6	Development Plan Overlay – Schedule 4	In Clause 3.0 of DPO4 replace the title of the ‘ <i>Indicative Concept Plan</i> ’ to ‘ <i>Concept Plan</i> ’ and amend the plan to show areas of active street front and key building entries.
1.7	Development Plan Overlay – Schedule 4	Amend Clause 2.0 of DPO4 to replacing the proposed wording under Conditions and requirements for permits: <i>“A planning permit granted for the use or development of the land in accordance with the approved Development Plan, must include a condition that requires the land owner to enter into an Agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987. The Agreement must provide for the transfer or lease to the City of Manningham or its designated service provider of part of the building of an area of not less than 100sqm at ground floor level, near the bus interchange, for the</i>



No.	Planning Provision	Recommendation
		<p><i>purposes of use by Council or its designated service provider for community purposes. The process of transfer or lease must be provided at no cost to Council. Any planning permits required for the use of the tenancy, or other matters such as signage, are to be secured by Council or its designated service provider and are not the responsibility of the land owner.”</i></p> <p><i>with:</i></p> <p><i>“A planning permit granted for the use or development of the land in accordance with the approved Development Plan, must if required by Manningham City Council, include a condition that requires the land owner to enter into an Agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987 which provides for the following matters:</i></p> <ul style="list-style-type: none"> <li><i>• the transfer or lease to the Manningham City Council or its designated service provider of part of the building comprising an area of not less than 100sqm at ground floor level, near the bus interchange; (facility)</i></li> <li><i>• the facility is to be finished to the extent ready for internal fit out by Council at its own cost;</i></li> <li><i>• the facility is to have all utilities available and connected;</i></li> <li><i>• the facility is to be used for community purposes;</i></li> <li><i>• the transfer or lease as the case may be must be at no ongoing cost to Council other than a peppercorn consideration or peppercorn rent as the case may be;</i></li> <li><i>• no outgoings are to be charged to the facility save for the utilities;</i></li> <li><i>• any planning permits required for the use of the facility are the responsibility of Council to obtain; and</i></li> <li><i>• signage is the responsibility of Council but must adhere to centre signage requirements; and</i></li> <li><i>• any other matters which the parties agree to.”</i></li> </ul>
1.8	Road Closure Overlay (RXO)	Amend the western edge of the Road Closure Overlay (RXO) map to account for the left turn slip lane off Williamsons Road and amend the eastern edge to allow for on-street vehicle parking west of the driveway at No. 1 Westfield Drive.
1.9	Parking Overlay – Schedule 1 (PO1)	Amend Clause 2.0 in PO1 to include reference to ‘shop’ in the measure for whole-of-centre assessment for shop in Precinct 4A (Westfield).

No.	Planning Provision	Recommendation
1.10	Parking Overlay – Schedule 1 (PO1)	<p>Amend the table in Clause 2.0 in PO1 to replace the rate of 4.09 for shop with 4.17 and to replace the measure with the following:</p> <p style="text-align: center;"><i>“To each 100sqm of leasable floor area based on a whole-of-centre assessment at each nominated stage of the development.”</i></p>
1.11	Parking Overlay – Schedule 1 (PO1)	<p>Amend Clause 3.0 in PO1 by replacing the following proposed wording within Application requirements and decision guidelines for permit applications:</p> <p><i>“Before deciding on an application, the Responsible Authority must consider the following decision guidelines:</i></p> <p><i>The staged nature of the future redevelopment of Westfield Doncaster as specified in an approved Development Plan and acknowledgement that the car parking rate will vary over time in accordance with this staged approach.”</i></p> <p>with</p> <p><i>“Before deciding on an application, the Responsible Authority must consider the following decision guidelines:</i></p> <p><i>The provision of car parking having regard to the staged nature of the future redevelopment of Westfield Doncaster as specified in an approved Development Plan and whether the staged development needs to be managed by a s173 agreement which ensure that the required carparking rate is provided in a timely manner.”</i></p>



Recommended changes to Westfield Doncaster Development Plan

No.	Page Number	Recommendation
2.1	28	Amend the Development Plan at section 3.5 <i>Built Form and Envelope Plans</i> to include design rationale for the gateway building.
2.2	42	Amend Section 3.6 in the Development Plan under <i>Service Areas</i> to include a commitment to ensure that any noise impacts are managed by hours of operation.
2.3	44	Amend Section 3.7 in the Development Plan under <i>Public Realm and Landscaping</i> to include a new commitment to consider additional rooftop landscaping and/or green facades, aimed at reducing the urban heat island effect, while also promoting biodiversity.
2.4	46	Amend Section 3.8 in the Development Plan under <i>Westfield Drive Interface</i> to include an additional key component which would require articulation and modulation to break up built form mass, create visual interest and reduce overall visual bulk at the Westfield Drive interface.
2.5	55	Amend the Advertising Sign section of the Development Plan to require the preparation of an Advertising Signage Package for each façade and entry point and ensure that the exemption from the ACZ1 mandatory signage requirements only relates to directional signage for drivers, which may include primary tenancies.
2.6	55	<p>Amend the Development Plan in section 3.9 <i>Ecologically Sustainable Development</i> with the following amended third and fifth paragraphs:</p> <p><i>It also intends to build on a best practice sustainability design approach, by taking a further step forward and achieve a 'National Excellence' outcome by achieving a 5-Star Green Star rating or equivalent performance for the expanded retail centre as well as the proposed new commercial office development. Noting that if obtaining a formal Green Star may not be possible as the development reflects an expansion of the existing facility, then an equivalent formal 'National Excellence' rating by an alternative certification tool (to Council's approval) will be provided.</i></p> <p><i>The expansion will target a greenhouse emission reduction of at least 25% as compared to a reference design through a combination of efficiency measures in the Cundall Sustainability Commitments report. It will also</i></p>

No.	Page Number	Recommendation
		<p><i>support Manningham Council's following policies and plans:</i></p> <ul style="list-style-type: none"> <li>• <i>Activity Centre Sustainability Management Plan Policy (Clause 22.13)</i></li> <li>• <i>Doncaster Hill ESD requirements Part C;</i></li> <li>• <i>Doncaster Hill Water Plan Information Pack (DHWIP);</i></li> <li>• <i>YVW Third pipe initiative.</i></li> </ul>
2.7	55	<p>Amend the Development Plan at Section 3.9 <i>Ecologically Sustainable Development</i> under sustainability commitment themes to reference 'waste'. This theme will also need to be addressed in the associated <i>Westfield Doncaster Development Plan Sustainability Commitments, Cundall (March 2016)</i> technical report.</p>
2.8	55	<p>Amend the Development Plan, Section 3.10, to replace the words '<i>social infrastructure</i>' with '<i>community infrastructure</i>' in both the heading and the third paragraph and to add the following paragraph:  <i>"Council has identified an emerging need in Manningham for an innovation hub that includes business incubator, co-working, meeting and training spaces and the developer is committed working with Council to address that need."</i></p>
<b>Matters not addressed in Council report but to be actioned prior to exhibition</b>		
2.9	Page 8	Amend Planning Context to ensure it reflects the exhibited documents
2.10	Page 26	Review legend descriptions for bus interchange
2.11	Page 37	Amend Figure 49 to identify the Westfield Drive road closure
2.12	Page 41	Amend Figure 56 and to identify the proposed car park to the north-west of the eastern carpark and to correctly identify the stage 1 carpark, and as required in any other figures.
2.13	Page 46	Consistent with Figure 63, identify ground level RLs on section plans with topographical variations
2.14	Pages 26, 28, 32, 33 & 54	Address disparity between the building envelope extent (as depicted in the shadow analysis on page 32-33 and other key Figures 32, 39, 40 and 43) and the footprint of publically accessible open space as depicted by Figure 80, being that the extent of space is greater in the public realm concept.
2.15	Page 54	Amend Figure 74 Public Realm Concept Plan to identify the formalised end of trip bike facilities consistent with Figure 48
2.16	Page 55	Amend the list of themes under Sustainable Design Response to include reference to 'Waste'



**ATTACHMENT 4**

<b>No.</b>	<b>Page Number</b>	<b>Recommendation</b>
2.17		Undertake other minor amendments to address inaccuracies, typographical errors and to ensure consistency in information labeling, legends and maps in the information.