



Ordinary Meeting of the Council

AGENDA

Date:	Tuesday, 27 February 2018
Time:	7:00pm
Location:	Council Chamber, Civic Centre 699 Doncaster Road, Doncaster

This meeting is convened to transact the business listed below

Warwick Winn
Chief Executive Officer

This meeting will be livestreamed. Members of the public who address Council will be heard on the live audio stream, and audio of them speaking will be recorded. All reasonable efforts will be made to avoid capturing live or recorded video footage of public attendees however there might be incidental capture.

COUNCIL MEETING SEATING PLAN

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**1 OPENING PRAYER AND STATEMENTS OF
ACKNOWLEDGEMENT**

2 APOLOGIES AND REQUESTS FOR LEAVE OF ABSENCE

3 PRIOR NOTIFICATION OF CONFLICT OF INTEREST

4 CONFIRMATION OF MINUTES

Confirmation of the Minutes of Ordinary Meeting of the Council held on 30 January 2018.

5 PRESENTATIONS



6 PETITIONS

7 PUBLIC QUESTION TIME

8 ADMISSION OF URGENT BUSINESS

9 PLANNING PERMIT APPLICATIONS

9.1 Planning Application PL17/027627 29 & 31 Manningham Road, Bulleen for construction of eight, three-storey dwellings over a basement car park and alteration of access to a road in a Road Zone, Category 1

File Number:	IN18/23
Responsible Director:	Acting Director Planning and Environment
Applicant:	T Yang, C/- Mecone
Planning Controls:	Residential Growth Zone, Schedule 2 and Design and Development Overlay, Schedule 8
Ward:	Heide
Attachments:	1 Legislative Requirements ↓  2 Advertised Plans ↓ 

EXECUTIVE SUMMARY

Purpose

1. This report provides Council with an assessment of the planning permit application submitted for the land at 29 & 31 Manningham Road, Bulleen and recommends approval of the submitted proposal. The application is being reported to Council given that it is a Major Application (an estimated development cost of more than \$5 million).

Proposal

2. The proposal is for the development eight (8), three-storey townhouse style dwellings over a shared, basement level car park across the two (2) lots of 29 and 31 Manningham Road, Bulleen. The two (2) lots combined make up a total site area of 1,239 square metres. The development is comprised of five (5), three (3) bedroom dwellings and three (3), four (4) bedroom dwellings. A total of seventeen (17) on-site car parking spaces are provided within the basement level of the development. The building has a maximum height of 9.75 metres and a site coverage of 39 percent.

Key issues in consideration of the application

3. The key issues for Council in considering the proposal relate to:
 - (a) State planning policy;
 - (b) Local planning policy;
 - (c) Design, built form and landscaping;
 - (d) Car parking, access, traffic and bicycle parking;
 - (e) Amenity impacts; and
 - (f) Objector concerns.

Objector Concerns

4. One objection has been received in relation to the application, raising issues which are summarised as follows:
 - (a) Overlooking;
 - (b) Loss of daylight/solar access;
 - (c) Noise impacts;
 - (d) Loss of property value;
 - (e) Construction impacts;
 - (f) Increase to traffic;
 - (g) Drainage; and
 - (h) Population increase.

Assessment

5. The development of the land for a three-storey, townhouse style residential development is consistent with the relevant objectives of state and local planning policies of the Manningham Planning Scheme (the Scheme), including the requirements of the local planning policy relating to residential areas surrounding activity centres and main roads.
6. The proposed development features a contemporary design and presents a scale and design that is considered to be acceptable for a main road area, complementing other high density developments that have been approved along main roads throughout Manningham.
7. The development will result in limited off-site amenity impacts to surrounding properties and provides for reasonable levels of internal amenity for future residents.

Conclusion

8. The report concludes that the proposal complies with the relevant planning policy in the Scheme and should be supported, subject to conditions requiring some minor changes to the proposal and the submission of various plans for Council's approval.

1. RECOMMENDATION**That Council:**

Having considered the proposal and the objection, issues a NOTICE OF DECISION TO GRANT A PERMIT in relation to Planning Application PL17/027627 at 29 & 31 Manningham Road, Bulleen, for the development of the land for the construction of eight dwellings over a basement car park and alteration of access to a road in a Road Zone, Category 1, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans drawn to scale and dimensioned, must be submitted via email and approved by the Responsible Authority. When approved the plans will then form part of the permit. The plans must be generally in accordance with the decision plans (prepared by *Bayley Ward*, project number 1491, revision A, dated 23 November 2017), but modified to show:
 - 1.1 Location and details (materials and height) of all required retaining walls.
 - 1.2 The north-western orientated habitable room windows/sliding doors at the first and second floor levels of Dwellings 6-8 provided with shading measures to provide appropriate solar protection.
 - 1.3 Details (height and materials) of all internal fencing.
 - 1.4 Details of any required mechanical ventilation to the basement level.
 - 1.5 The south-western side of the second floor balcony of Dwelling 8 screened to limit internal views to the secluded private open space area of Dwelling 7 in accordance with Standard B23 of Clause 55.04-7 Internal Views of the Manningham Planning Scheme.
 - 1.6 The north-eastern side of the first floor terraces of Dwelling 1 and Dwelling 2 screened to limit internal views to the secluded private open space area of Dwelling 6 in accordance with Standard B23 of Clause 55.04-7 Internal Views of the Manningham Planning Scheme.
 - 1.7 Details of the canopies above the primary entries of Dwellings 6 to 8, designed to provide sufficient shelter to the entry space.
 - 1.8 Elevation plans of the electrical meter cupboards, designed to blend with the development.
 - 1.9 Retractable or foldable clotheslines within the secluded private open space areas of all dwellings.
 - 1.10 Plan notations to indicate the raingarden location and size, along with the area being directed to the raingarden, to reflect the sustainable design assessment report required by Condition 4 of this permit.
 - 1.11 Any other design changes or plan notations required by the sustainable design assessment report required by Condition 4 of the permit.
 - 1.12 A notation to indicate that the development must be constructed in accordance with the sustainable design assessment report approved under Condition 4 of this permit.
 - 1.13 The existing drainage pit within the new crossover to be relocated or modified to be trafficable to the satisfaction of the Responsible Authority.
 - 1.14 The existing power pole adjacent to the new crossover to be relocated to the satisfaction of the relevant authority.
 - 1.15 Any changes required by VicRoads (conditions 24 to 27 of this permit).

Endorsed Plan

2. The layout of the site and the size of buildings and works, including driveway gradients and transitions, shown on the approved plans must not be modified for any reason, without the written consent of the Responsible Authority.

Construction Management Plan

3. Before the development starts, a Construction Management Plan (CMP) must be submitted via email and approved by the Responsible Authority. When approved the plan will form part of the permit. The Construction Management Plan is to be prepared in accordance with the template within Council's Construction Management Plan Guidelines. The CMP must address:

- 3.1. Element A1: Public Safety, Amenity and Site Security;
- 3.2. Element A2: Operating Hours, Noise and Vibration Controls;
- 3.3. Element A3: Air Quality and Dust Management;
- 3.4. Element A4: Stormwater and Sediment Control and Tree Protection (also as per the specific requirements of this permit);
- 3.5. Element A5: Waste Minimisation and Litter Prevention; and
- 3.6. Element A6: Traffic and Parking Management.

Council's Works Code of Practice (June 2016) and Construction Management Plan Guideline (June 2016) are available on Council's website.

Sustainable Design Assessment

4. Before the development starts or the issue of a building permit for the development, whichever is the sooner, a modified version of the sustainable design assessment report must be submitted to and endorsed by the Responsible Authority. The modified sustainable design assessment report must be generally in accordance with the report submitted with the application (*GIW Environmental Solutions*, dated November 2017), but must be modified in the following manner:
 - 4.1. Water 1.1 – Washing machines amended to 'default/unrated' in the BESS assessment, or a commitment, through a notation of the Condition 1 plans, that washing machines will be provided by the developer as part of the building fit-out.
 - 4.2. Energy 3.4 – Clothes dryers amended to '1-star' in the BESS assessment, or demonstration, through section and plan drawings on the Condition 1 plans, that the laundry areas have been designed to restrict the installation of clothes dryers.
 - 4.3. Energy 3.4 – The addition of outdoor clotheslines for all dwellings in the BESS assessment, as required by Condition 1.8 of the permit.
 - 4.4. Waste 2.1 – Further details regarding facilities provided for on-site management of food waste, with any required or proposed facilities to be demonstrated on the Condition 1 plans.

- 4.5. Any other changes required to ensure that the development continues to meet the minimum 50 percent overall score and minimum 50 percent passable scores in the Energy, Water, IEQ and Stormwater categories of the BESS assessment.

When approved, the sustainable design assessment will form part of the permit. The recommendations of the plan must be incorporated into the design and layout of the development and must be implemented to the satisfaction of the Responsible Authority before the occupation of any dwelling.

Management Plan Compliance

5. The Management Plans approved under Condition 3 and 4 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority, unless with the further written approval of the Responsible Authority.
6. Prior to the occupation of each building, written confirmation from the author of the approved Sustainable Design Assessment, or a similarly qualified person or company, must be submitted to the Responsible Authority. The report must confirm that the sustainable design features/initiatives specified in the Sustainable Design Assessment have been satisfactorily implemented in accordance with the approved plans.

Landscape Plan

7. Before the development starts, a landscaping plan prepared by a landscape architect or person of approved competence must be submitted via email to the Responsible Authority for approval. Such plan must be generally in accordance with the landscape plan submitted with the application (*John Patrick*, dated November 2017) but must be modified to include any changes required by Condition 1 of this permit as relevant to the landscaping design.

Landscape Bond

8. Before the review of development plans under Condition 1 of this permit, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharged after a period of 13 weeks from the completion of all works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.
Completion
9. Before the occupation of the approved dwellings, landscaped areas must be fully planted and mulched or grassed generally in accordance with the approved plan and to the satisfaction of the Responsible Authority. The use of synthetic grass as a substitute for open lawn area within secluded private open space or a front setback will not be supported. Synthetic turf may be used in place of approved paving decking and/or other hardstand surfaces.

Completion

10. Privacy screens and obscure glazing as required in accordance with the approved plans must be installed prior to occupation of the building to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority. The use of obscure film or spray fixed to transparent windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.

Maintenance

11. Buildings, paved areas, fencing, external lighting, sight screens, drainage and landscaping (including planting within integrated balcony planters) must be maintained to the satisfaction of the Responsible Authority.

Vegetation

12. The owner must ensure that contractors/tradespersons who install services or work near the vegetation to be retained are made aware of the need to preserve the vegetation and to minimise impacts through appropriate work practices.

Stormwater – On-site detention (OSD)

13. The owner must provide on-site storm water detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre-existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:

- 13.1. Be designed for a 1 in 5 year storm; and
- 13.2. Storage must be designed for 1 in 10 year storm.

Construction Plan (OSD)

14. Before the development starts, a construction plan for the system required by Condition 13 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the Owner thereafter in accordance with the approved construction plan to the satisfaction of the Responsible Authority.

Drainage

15. Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor. A connection to Council maintained assets must not be constructed unless a Miscellaneous Works Permit is first obtained from the Responsible Authority.

16. The whole of the land, including landscaped and paved areas must be graded and drained to the satisfaction of the Responsible Authority, to prevent ponding and to minimise overland flows onto adjoining properties.

Driveway and Car Parking Areas

17. Before the occupation of any of the approved dwellings, all associated basement parking spaces must be line-marked, numbered and signposted to provide allocation to each dwelling and visitors to the satisfaction of the Responsible Authority.
18. Visitor parking spaces must not be used for any other purpose to the satisfaction of the Responsible Authority.
19. Automatic basement door opening systems must be installed and maintained, so as to facilitate secure access to the allocated parking areas by residents and visitors, to the satisfaction of the Responsible Authority.

VicRoads Conditions (Conditions 20 to 23)

20. Prior to the commencement of use or occupation, a sealed access crossover as at least 6.1 metres wide at the property boundary with the edges of the crossover angled at 60 degrees to the edge of the road, with 3.0 metres radial turnouts must be constructed to the satisfaction the Responsible Authority (RA) and at no cost to VicRoads or the RA.

The construction of the crossover will require the relocation, alteration or protection of existing utility assets to the satisfaction of the relevant utility provider and the drainage pit to the satisfaction of VicRoads.

21. Prior to the commencement of the use or occupation of the development, all disused or redundant vehicle crossings must be removed and the area reinstated to the satisfaction of the Responsible Authority (RA) and at no cost to VicRoads or the RA.
22. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access crossover and associated works must be provided and available for use.
23. Vehicles must enter and exit the land in a forward direction at all times.

General Services

24. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
25. All service pipes must be concealed and screened respectively to the satisfaction of the Responsible Authority.

26. Communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
27. Any reverse cycle air-conditioning unit, hot water boosters or other service plant erected on the walls of the approved building must be appropriately designed and finished with screening if necessary to minimise general visual impacts from off the site to the satisfaction of the Responsible Authority.

Rooftop Service Equipment

28. All roof-top plant and services (including any hot water systems, but excluding solar panels) must be installed in appropriately screened areas or located away from the outer edges of the roof sections so as to minimise their visual impacts, unless otherwise agreed in writing with the Responsible Authority.

Services on Balconies and Terraces

29. Any air-conditioning unit installed on a balcony or terrace must stand at floor level and be positioned to minimise general visual impacts from off the site, and unless otherwise agreed in writing with the Responsible Authority, no air-conditioning unit may be erected on an external wall to the satisfaction of the Responsible Authority.
30. Any clothes-drying rack or line system located on a balcony or terrace must be lower than the balustrade of the balcony or terrace to minimise general visual impact from off the site to the satisfaction of the Responsible Authority.

Metering and Service Cabinets

31. All building services and metering located in the front setback, including fire services, gas, water and electricity, must be installed in accordance with the approved plans and must be positioned in discrete manner and be screened using cabinets etc that integrated with the overall building design to the satisfaction of the Responsible Authority.

Fencing

32. Prior to the occupation of the approved dwellings, all fencing (whether new or retained) must be erected in good condition and be fit for screening purpose in accordance with the plans endorsed under Condition 1 of this permit to the satisfaction of the Responsible Authority.

Permit Expiry

33. This permit will expire if one of the following circumstances applies:
 - 33.1. The development is not started within two (2) years of the issue date of this permit; and

33.2. The development is not completed within four (4) years of the issue date of this permit.

The Responsible Authority may extend these times if a request is made in writing by the owner or occupier either before the permit expires or in accordance with Section 69 of the Planning and Environment Act 1987.

2. BACKGROUND

- 2.1 A pre-application meeting was held at the Council Offices on 30 May 2017, where the applicant was presented with feedback by Council Officers over initial concept plans.
- 2.2 The application was received by Council on 24 August 2017.
- 2.3 A request for further information letter was sent on 20 September 2017. This letter included preliminary concerns relating to the development layout, built form, development functionality and internal amenity.
- 2.4 The proposal was presented at the Sustainable Design Taskforce meeting on 26 October 2017, at which the predominant discussions related to potential refinements and improvements to the built form and layout.
- 2.5 All further information was received by Council on 24 November 2017 and included a number of refinements to the proposal.
- 2.6 The applicant was advised in an email dated 5 December 2018 that several of the preliminary concerns raised in the request for further information letter and Sustainable Design Taskforce meeting, predominantly relating to design detail and built form, remain unresolved.
- 2.7 Notice of the application was given over a four-week period, concluding on 10 January 2018.
- 2.8 The statutory time for consideration of a planning application is sixty (60) days, which lapsed on 23 February 2018.

3. THE SITE AND SURROUNDS

The Site

- 3.1 The site comprises two (2) lots on the northern side of Manningham Road and western side of Robert Street, consisting of 29 Manningham Road (western lot), and 31 Manningham Road (eastern lot).
- 3.2 Together, the lots form an irregular shaped site, with an angled frontage to Manningham Road (south-western boundary), angled side boundary to Robert Street (eastern boundary) and adjoining residential properties to the north-east and north-west.

- 3.3 The site has a frontage to Manningham Road of 42.48 metres, a maximum depth of 43.19 metres on the eastern boundary and an area of approximately 1,239 square metres.
- 3.4 The site slopes up from the frontage (south to north), by 1.06 metres along the north-western boundary and 1.35 metres along the eastern boundary. Along the frontage (south-western boundary), the site falls 1.37 metres from east to west, while the north-eastern boundary has a fall of 2.07 metres from east to west.
- 3.5 A 1.83 metre wide sewerage easement is located along the north-eastern boundary of 31 Manningham Road.
- 3.6 Both lots are currently developed with single-storey brick dwellings, with large private open space areas at the rear of the respective lots. Both lots are provided with vehicle access from single crossovers on Manningham Road and have low front fences of brick or render.
- 3.7 Neither land title is constrained by any registered restrictive covenants or Section 173 Agreements.

The Surrounds

- 3.8 The immediate neighbourhood is characterised by traditional single-dwellings of brick and pitched and tiled roof forms on larger lots, with minimal medium or high density development having occurred along this section of Manningham Road.
- 3.9 Surrounding properties along Manningham Road have been the subject of a number of permit applications for medium/high density development over recent years. These include:
 - 33 and 35 Manningham Road, Bulleen – Planning Permit PL16/026852, issued on 19 December 2017 for the *development of a four-storey building plus associated basement car parking for use as a child care centre, display of business identification signage, variation of easements and alteration of access to a road in a Road Zone, Category 1.*
 - 38, 40 and 42 Manningham Road, Bulleen – Planning Permit PL15/025878, issued on 5 December 2016 for the *construction of thirteen (13), three-storey dwellings and two (2), two-storey dwellings with associated basement car parking and alteration of access to a Road in a Road Zone, Category 1.*
 - 28 Manningham Road, Bulleen – Notice of Decision to Refuse to Grant a Permit (PL16/026611) issued on 21 November 2017, for the *construction of five (5) dwellings (four, three-storey dwellings and one, two-storey dwelling), reduction in the associated car parking requirements for one (1) visitor space pursuant to Clause 52.06-3 of the Manningham Planning Scheme and alteration of access to a road in a Road Zone, Category 1.* A review hearing is scheduled for 11 May 2018 at the Victorian Civil and Administrative Tribunal.
- 3.10 A number of more recent multi-unit developments can also be found in the surrounding side streets, predominantly consisting of two-unit developments. This includes the properties at 4 and 14 Robert Street, to the east and north-east of the site respectively.

3.11 The site directly abuts two (2) properties as follows:

Direction	Address	Description
North-east	1 Robert Street, Bulleen	<p>A single residential allotment, developed with a single-storey brick dwelling set back 8 metres from the Robert Street frontage. From the common boundary, the dwelling is set back approximately 4.4 metres and has one non-habitable room window facing the site.</p> <p>Vehicle access to the site is via a crossover to Robert Street on the northern side of the frontage.</p> <p>Secluded private open space is located on the southern side of the site, adjoining the site and enclosed by a 2 metre high fence from Robert Street. The secluded private open space features a large canopy tree that overhangs the site.</p>
North-west	27 Manningham Road, Bulleen	<p>A single residential allotment, developed with a single-storey brick dwelling set back 7.35 metres from the Manningham Road frontage. From the common boundary, the dwelling is set back 1.35 metres and has three habitable room windows facing the site.</p> <p>Vehicle access is gained via a crossover to Manningham Road on the north-western side of the frontage. The frontage features a 0.8 metre high brick fence.</p> <p>Secluded private open space is provided within the large rear yard, abutting the site.</p>

3.12 The site is located approximately 600 metres north-west of the *Bulleen Plaza* neighbourhood activity centre and 4 kilometres from the *Doncaster Hill* principal activity centre. A number of commercial and industrial sites are also located to the immediate west of the site, along Manningham Road.

3.13 Manningham Road is under the jurisdiction of VicRoads, functioning as a primary arterial road through Bulleen and Templestowe. This particular section of Manningham Road contains three-lanes in each direction along with a north-west bound turning lane into Robert Street. The nearest bus stops are located on Manningham Road, approximately 100 meters from the site.

4. THE PROPOSAL

4.1 It is proposed to demolish the existing dwellings and remove all vegetation on the site (no planning permit required) and construct eight attached, town-house style dwellings over shared, basement level car parking.

Submitted Plans and Documents

4.2 The proposal is outlined on the plans prepared by *Bayley Ward*, project number 1491, revision A, dated 23 November 2017 (received by Council on 24 November 2017). Refer to attachment 1.

4.3 The following reports and plans were also submitted with the application:

- Town Planning Report (*Mecone*, dated November 2017);
- Traffic Report (*TraffixGroup*, dated October 2017);
- Sustainable Design Assessment Report (*GIW Environmental Solutions*, dated November 2017);
- Traffic Noise Intrusion Assessment Report (*Acoustic Logic*, dated November 2017).
- Landscape Plan (*John Patrick*, dated November 2017)

Development Summary

4.4 A summary of the development is provided as follows:

Land Size:	1,239m ²	Maximum Building Height:	9.75m
Site Coverage:	39%	Street setback to Manningham Road (south-west)	Basement – 3.86m Ground floor – 5.69m First floor – 5.61m Second floor – 8.87m
Permeability:	23%	Setback to Robert Street (eastern)	Basement 1 – 3.70m Ground floor – 2.0m First floor – 2.1m Second floor – 2.1m
Garden Area	N/A (does not apply to Residential Growth Zone)	Setback to north-western boundary	Basement – 1.59m Ground floor – 5.55m First floor – 3.81m Second floor – 5.67m
Number of Dwellings:	8	Setback to north-eastern boundary	Basement – 7.58m Ground floor – 3.5m First floor – 3.5m Second floor – 5.12m
• 1-2 bedroom:	0	Resident spaces:	16

• 3 bedrooms:	5	Visitor spaces:	1
• 4 bedrooms:	3	Density:	One dwelling per 154.88m ²

Development Layout

- 4.5 The development consists of two rows of three-storey townhouses, with Dwellings 1 to 5 facing Manningham Road and Dwellings 6 to 8 facing Robert Street. The two rows of dwellings are separated by an internal pathway for a separation of 1.5 metres.
- 4.6 Dwellings 1 to 5 are designed to have a 'reverse-living' arrangement, with the living, dining and kitchen areas located at the first floor level, accompanied by secluded private open space balconies on the south-western side of the dwellings (facing Manningham Road). At the ground floor level, the dwellings contain two bedrooms, a study space and a bathroom.
- 4.7 Dwellings 6 to 8 are designed with a more traditional layout, with the living, dining and kitchen areas located at the ground floor level accompanied by ground level secluded private open space courtyards located on the western side of the dwellings. At the first floor level, the dwellings contain two bedrooms and two bathrooms, along with a small terrace courtyard on the western side.
- 4.8 The second floor level of all dwellings is contains a master bedroom suite, featuring separate bedroom, walk-in-robe and ensuite spaces. Each dwelling has an additional balcony at the second floor level, south-west facing for Dwellings 1 to 5 and west-facing for Dwellings 6 to 8.
- 4.9 With the exception of Dwelling 7, the primary living area of all dwellings have multi-aspect orientations. No bedrooms within the development rely on 'borrowed light' and only two bedrooms (Dwellings 7 and 8) rely on light from internal terrace court-yards.
- 4.10 A communal barbeque area is proposed adjacent to the north-western boundary, over the basement accessway ramp, accessible from the internal pathway.

Vehicle and Pedestrian Access

- 4.11 The two existing crossovers to Manningham, Road are proposed to be removed with the footpath, nature strip and kerbing to be reinstated. A new 6.1 metre wide crossover is proposed on the north-western side of the Manningham Road frontage, leading to an accessway ramp along the north-western boundary to the basement level car parking.
- 4.12 The basement includes seventeen (17) car parking spaces in a single level, including sixteen (16) spaces for residents and one (1) space for visitors. All car parking spaces are independently accessible with no tandem spaces proposed. Four (4) bicycle spaces are also provided within the basement, with an additional bicycle space provided at the ground floor level. The basement is accessible by pedestrians via a central stairwell from the internal pathway at the ground floor level.

- 4.13 The primary entry to each dwelling is located at the ground floor level and is accessible via an individual entry pathway from the respective front boundary. Each dwelling also features a secondary entry at the rear, accessible via the internal pathway from Robert Street.

Earthworks

- 4.14 The basement level requires earthworks with a maximum cut depth of approximately 4 metres.
- 4.15 Besides excavation for the basement, minimal additional earthworks are required, with the dwellings sited to follow the slope of natural ground level. Some nominal batter slopes and retaining walls appear to be required on the north-eastern and north-western sides of Dwellings 6-8.

Landscaping

- 4.16 No existing trees will be retained within the site.
- 4.17 New canopy trees are proposed within the street setback of each dwelling and all ground level secluded private open space areas. Screen planting is generally proposed along the north-eastern and north-western boundaries.
- 4.18 Landscaping strips are provided between the front fences and title boundary in most locations. Some additional landscaping is also shown on the balcony/terraces and the first and second floor levels.

Design Detail and Site Services

- 4.19 The proposed development features a contemporary architectural design, incorporating a flat roof form and a range of contemporary building materials and finishes, including brick, render and aluminium cladding. The dwelling facades feature prominent horizontal and vertical elements, including a variety of window type and proportions. The overall presentation is defined by a significant variance in geometrical forms and angles, with a range of chamfered walls to provide articulation and definition.
- 4.20 A maximum 1.6 metre high front fence is proposed along the Manningham Road frontage and a maximum 1.5 metre high front fence is proposed along the Robert Street frontage. The fences will be constructed of aluminium blades and achieve a transparency of 60 percent. All front fencing is setback one metre from the front boundary. Dwelling 5 features a maximum 1.5 metre high side fence, consisting of solid render on the Robert Street boundary.
- 4.21 Eight (8) individual wire mesh storage cages of 6 cubic metres or greater are provided with the basement level. Each dwelling is provided with an individual mailbox and screened waste storage area located within the front setback of the respective dwellings.

5. LEGISLATIVE REQUIREMENTS

- 5.1 Refer to Attachment 2.

5.2 A permit is required under the following clauses of the Manningham Planning Scheme:

- Clause 32.07-5 (**Residential Growth Zone**), a permit is required to construct two or more dwellings on a lot.
- Clause 43.02-2 (**Design and Development Overlay**), a permit is required to construct or carry out works.
- Clause 43.02-2 (**Design and Development Overlay**), a permit is required to construct a front fence within 3 metres of a street if the fence is associated with 2 more dwellings on a lot or a residential building.
- Clause 52.29 (**Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road**), a permit is required to create or alter access to a road in a Road Zone, Category 1.

6. REFERRALS

External

6.1 Given the proposal includes altering vehicular access to Manningham Road, it is a statutory requirement to refer the application to VicRoads, as a determining referral authority.

6.2 VicRoads has not objection to the proposal, subject to a number of conditions as outlined in the response letter dated 26 September 2017. These include:

- *Prior to the commencement of use or occupation, a sealed access crossover as at least 6.1 metres wide at the property boundary with the edges of the crossover angled at 60 degrees to the edge of the road, with 3.0 metres radial turnouts must be constructed to the satisfaction the Responsible Authority (RA) and at no cost to VicRoads or the RA.*
- *Prior to the commencement of the use or occupation of the development, all disused or redundant vehicle crossings must be removed and the area reinstated to the satisfaction of the Responsible Authority (RA) and at no cost to VicRoads or the RA.*
- *Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access crossover and associated works must be provided and available for use.*
- *Vehicles must enter and exit the land in a forward direction at all times.*

Internal

6.3 The application was referred to a number of service units within Council. The following table summarises the responses:

Service Unit	Comments
City Strategy – Urban Design	<ul style="list-style-type: none"> • The development proposes a high quality material palette, including brick, tinted glazing and muted-green aluminium cladding;

Service Unit	Comments
	<ul style="list-style-type: none"> • Elevations are suitably articulated to provide visual interest and reduce visual bulk; • Basement design and building footprint provide opportunity for deep root planting on the perimeter of the site, and for the protection of the root zones of trees in a neighbouring property to the north; • The combination of brick pillar and semi-transparent paling fencing combined with the feature landscaping opportunities will create an open and attractive frontage to both Manningham Road and Robert Street; • The proposed deletion / removal of two vehicle crossovers on the Manningham Road frontage of the development will provide opportunity for two additional street trees to be planted; • A communal BBQ area is provided which will encourage social interaction between tenants; • I note that the development does not provide for wheelchair and pram access and would suggest that space be provided for lifts to be retro-fitted in some of the townhouses in the future; • This development will be a positive addition to the Main Road precinct and may set a new benchmark for townhouse-style development in Manningham.
<p>City Strategy – Sustainability</p>	<ul style="list-style-type: none"> • The application almost meets Council’s current expectations for Environmentally Sustainable Design (ESD) standards for a development of this type and scale in its current form. Alterations to the report and application drawings need to be undertaken before the application can be deemed to meet Council’s ESD standards. Items to be addressed are outlined below: <ul style="list-style-type: none"> • <u>BESS Assessment</u> <ul style="list-style-type: none"> • Given a number of the BESS categories need to be updated it is important to note that the project still needs to meet the minimum 50% overall score and minimums in Energy (50%), Water (50%), IEQ (50%) and Stormwater (100%)

Service Unit	Comments
	<p>categories in BESS. In areas falling short of the aforementioned targets adjustments will need to be made to demonstrate that the project meets the BESS minimums.</p> <p><u>Water 1.1 Water Efficient Fixtures</u></p> <ul style="list-style-type: none"> The developer needs to commit to providing washing machines as part of the building fit-out if they are to be included within the BESS assessment. If this is not the case then amend them to default/unrated in BESS. <p><u>Energy 3.4 Clothes Drying</u></p> <ul style="list-style-type: none"> “No clothes dryer” has been entered in BESS, provide a detail showing how the all the laundry areas are designed with no space for a dryer. If this is not the case then amend them to 1-star in BESS. Foldable outdoor clotheslines can be provided the private open space of each townhouse. <p><u>Stormwater</u></p> <ul style="list-style-type: none"> Additional notes on plans that indicate the raingarden location and size and area of impervious area being directed to the raingarden (as what is proposed in report). <p><u>IEQ 3.2 Thermal Comfort - External Shading</u></p> <ul style="list-style-type: none"> Upper level of the units have insufficient shading to North, East and West facing glazing. Provide operable external shading, this could be in the form of external operable louvers, awnings, sliding shutters, venetian or roller blinds. <p><u>Waste 2.1 Food & Garden Waste</u></p> <ul style="list-style-type: none"> Provide further information on the drawings and in the report which shows facilities provided for on-site management of food waste. <p>Conditions required</p>
<p>Engineering & Technical Services Unit – Accessways</p>	<ul style="list-style-type: none"> The driveway is at least 3m wide and complies with Design Standard 1: Accessways of Clause 52.06-9 and are satisfactory.

Service Unit	Comments
	<ul style="list-style-type: none"> The internal radius of the driveway at the change of direction allows sufficient room for vehicles to turn and exit the site in a forward direction and complies with Design Standard 1: Accessways of Clause 52.06-9 and is satisfactory. A minimum 2.1m of headroom clearance beneath overhead obstructions is provided which complies with Design Standard 1: Accessways of Clause 52.06-9 and is satisfactory. Accessway sightlines at the site's frontage comply with Design Standard 1 of Clause 52.06-9 and are satisfactory. Driveway gradients comply with Design Standard 3: Gradients of Clause 52.06-9 and are satisfactory.
Engineering & Technical Services Unit – Footpath and Crossovers	<ul style="list-style-type: none"> The vehicle crossover is satisfactorily located. Redundant crossovers are to be removed and the nature strip, kerb and footpath in front of the site reinstated. A kerb and channel and footpath is to be provided and to connect to the existing in front of 31 Serpells Road.
Engineering & Technical Services Unit – Construction Management	<ul style="list-style-type: none"> A <i>Construction Management Plan</i> is required
Engineering & Technical Services Unit – Drainage	<ul style="list-style-type: none"> A point of discharge is available for the site An on-site storm water detention system is required.
Engineering & Technical Services Unit – Flooding	<ul style="list-style-type: none"> The property is not subject to inundation.
Engineering & Technical Services Unit – Easement	<ul style="list-style-type: none"> An easement burdens the site. <i>Build Over Easement</i> approval is not required as no buildings or works are proposed within the easements.
Engineering & Technical Services Unit – Parking Provisions and Traffic	<ul style="list-style-type: none"> The number of car parking spaces is provided in accordance with Clause 52.06-5 and are satisfactory.

Service Unit	Comments
Impacts	<ul style="list-style-type: none"> • The dimensions of the garages, carport and uncovered parking spaces comply with Design Standard 2 in Clause 52.06-9 and are satisfactory. • The car park layout is satisfactory.
Engineering & Technical Services Unit – Waste Management	<ul style="list-style-type: none"> • Waste collection can be undertaken by Council. No condition required.

7. CONSULTATION / NOTIFICATION

7.1 Notice of the application was given over a four-week period, concluding on 10 January 2018, by sending letters to the owners and occupiers of adjoining and nearby properties and by displaying a sign on each frontage (three (3) signs total), in accordance with the requirements of the Act.

7.2 To date, one (1) objection has been received from the following property:

- 27 Manningham Road, Bulleen.

7.3 The grounds of the objection can be summarised as follows:

- Overlooking;
- Loss of daylight/solar access;
- Noise impacts;
- Loss of property value;
- Construction impacts;
- Increase to traffic;
- Drainage;
- Population increase.

7.4 A response to the grounds of the objection are included in the assessment, from section 8.29 of this report.

8. ASSESSMENT

State and Local Planning Policy

8.1 Key objectives of the State Planning Policy Framework (SPPF) seek to identify appropriate areas for housing growth, including a focus on increasing housing densities in areas surrounding existing services, jobs, public transport and infrastructure in order to accommodate Melbourne's future population growth in a sustainable manner.

- 8.2 For the most part, the proposal responds positively to the broader housing and residential development policies contained within the SPPF, including Clause 15 Built Environment and Heritage and Clause 16 Housing.
- 8.3 These objectives are further developed at a local level through the Local Planning Policy Framework. Clause 21.05 Residential recognises the need to reduce developmental pressure on areas of established environmental or rural values through infill residential development and consolidation. This notion is implemented through the separation of Manningham's residential land into four residential character precincts that seek to channel increased housing densities around activity centres and main roads where facilities and services are available.
- 8.4 The subject site and all surrounding properties with frontages to Manningham Road fall within Residential Character Precinct 2 – *Residential Areas Surrounding Activity Centres and Along Main Roads*. This precinct anticipates a *substantial level of change* with these areas being a focus for higher density developments. The adjoining properties to the north and east, with frontages to the local streets only, are located within Residential Character Precinct 1 – *Residential Areas Removed from Activity Centres and Main Roads*, where a more *incremental level of change* is anticipated.
- 8.5 The higher density outcomes for Precinct 2 are controlled through the implementation of the Design and Development Overlay, Schedule 8 (DDO8), which establishes preferred neighbourhood character outcomes and further separates Precinct 2 into three sub-precincts. The sub-precincts of the DDO8 features differing density objectives that anticipate and encourage different built form outcomes. The intent of these sub-precincts is to accommodate for the anticipated increases to density in a manner that provides for a transition between each of sub-precincts and the adjoining residential areas, to create a graduated built form and minimise amenity impacts to existing developments. Effectively, it is anticipated that, through practical application of the DDO8, the existing neighbourhood character of areas surrounding activity centres and main roads will be significantly altered over time.
- 8.6 The subject site and the surrounding properties along Manningham Road are located within the *Main Road Sub-Precinct* of the DDO8. The *Main Road Sub-Precinct* allows for the highest density of development out of the three sub-precincts, with the least restrictive height, scale and built form controls. The *Main Road Sub-Precinct* encourages '*three-storey apartment style*' development where the minimum land size (1,800 square metres) can be achieved. Conversely, the DDO8 is largely silent on the preferred form of development within the *Main Road Sub-Precinct* where the minimum land size is not achieved, as is the case for this application. Consequently, the appropriateness of the proposed three-storey townhouse development form is at the discretion of Council with regard to the development context and applicable planning controls and policies.
- 8.7 To inform this consideration, an understanding of the encouraged form of development under *Sub-Precinct A*, which allows for the next level down in density, is considered to be of use. Although it has not been utilised as such in this instance, *Sub-Precinct A* typically serves to provide a built form transition between the higher density of the *Main Road Sub-Precinct* and the lesser density of any adjoining sub-precinct or zone and encourages '*two storey townhouse style dwellings with a higher yield*' where the minimum land size cannot be achieved.

- 8.8 With regard to the policy context either side of this proposal, where ‘*three-storey apartment style*’ development is encouraged within the *Main Road Sub-Precinct* where the minimum land size can be achieved and ‘*two storey townhouse style dwellings with a higher yield*’ is encouraged within *Sub-Precinct A* where the minimum land size cannot be achieved, the proposed three-storey townhouse style development is considered to be an appropriate design response. The three-storey townhouse form of development is considered to essentially be the middle ground between the higher density of the three-storey apartment style development and the lesser density of the two-storey townhouse style development and is therefore deemed to be appropriate in this policy context.
- 8.9 Moreover, at a greater level, there is a high level of strategic and policy justification for three-storey development on the land. The failure to achieve the minimum land size should not discount the site for three-storey development due to the overriding emphasis on urban consolidation and the capacity of the area to support change on account of the availability and proximity of services, as has been identified through the application of the DDO8. Subsequently, at a broad level, the proposal to develop the land for three-storey townhouses is acceptable and complies with the relevant state and local planning policies.

Design, Built Form and Landscaping

- 8.10 The DDO8 provides a range of design objectives and specific form, car parking and access, landscaping and fencing policies that further refine the high level policies of the LPPF, establishing the preferred neighbourhood character outcomes for Residential Precinct 2 and providing specific guidance for the anticipated increases in density.
- 8.11 An assessment against the requirements of DDO8 is provided as follows:

Design Element	Met/Not Met
<p>Maximum building height</p> <ul style="list-style-type: none"> 11 metres provided the condition regarding minimum land size is met. If the condition is not met, the maximum height is 9 metres, unless the slope of the natural ground level at any cross section wider than eight metres of the site of the building is 2.5 degrees or more, in which case the maximum height must not exceed 10 metres. <p>For the purposes of this Schedule, the Maximum Building Height does not include building services, lift over-runs and roof mounted equipment, including screening devices.</p>	<p>Met.</p> <p>The site does not achieve the minimum land size of 1,800 square metres, but does exceed a slope of 2.5 degrees at a cross section of wider than 8 metres, resulting in an applicable maximum building height of 10 metres.</p> <p>The building, not including any roof mounted building services, has a maximum height of 9.75 metres.</p>
<p>Street setback</p> <ul style="list-style-type: none"> For two or more dwellings on a lot or a residential building: 	<p>Considered met.</p> <p>For the purpose of this assessment, Manningham Road is the ‘front street’ and</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> ○ Minimum front street setback is the distance specified in Clause 55.03-1 or 6 metres, whichever is the lesser. ○ Minimum side street setback is the distance specified in Clause 55.03-1. <p>For the purposes of this Schedule, balconies, terraces, and verandahs may encroach within the Street Setback by a maximum of 2.0m, but must not extend along the width of the building.</p>	<p>Robert Street is the 'side street'.</p> <p>The development proposes a varied street setback to Manningham Road by utilising angled front building walls at all three levels, with a minimum setback of 5.69 metres at the ground floor level, found on the south-eastern side of the frontage at the Manningham Road/Robert Street corner. The remainder of the street setback exceeds 6 metres.</p> <p>The proposed minimum street setback, with a non-compliance of 0.31 metres, will have minimal visual impact to the streetscape and fits within the overall design presentation of the development to Manningham Road, with sufficient visual interest and articulation across the entire frontage. In addition, there is ample opportunity for landscaping around this setback to further soften the built form. Subsequently, the setback non-compliance is acceptable in this instance.</p> <p>At both the ground and first floor level, the balconies do not exceed a 2 metre encroachment within the street setback and are provided with sufficient physical breaks as to not dominate the design presentation.</p> <p>The proposed street setbacks to Robert Street achieve full compliance with Clause 55.03-1, with a 2 metre setback for the side wall of Dwelling 5 and 3 metre setbacks for the front walls of Dwellings 6-8.</p>
<p>Form</p> <ul style="list-style-type: none"> ● Ensure that the site area covered by buildings does not exceed 60 percent. 	<p>Met.</p> <p>A site coverage of 39 percent is proposed for above ground building elements and 55 percent for the basement level.</p>
<ul style="list-style-type: none"> ● Provide visual interest through articulation, glazing and variation in materials and textures. 	<p>Met.</p> <p>The development utilises a range of different measures to provide visual interest, including differing geometric forms, a variety of glazing proportions and a variety of materials to provide both horizontal and vertical articulation.</p> <p>Of particular note is the utilisation of walls at contrasting angles as a key feature of the design response, providing a more subtle form of articulation to the street facades. This allows for a simple design response that can</p>

Design Element	Met/Not Met
	<p>utilise a more minimalist design without the need for obvious, 'token' articulation, which can complicate the façade presentations.</p> <p>Holistically, appropriate articulation has been integrated into the design response to ensure all elevations provide a suitable level of visual interest.</p>
<ul style="list-style-type: none"> Minimise buildings on boundaries to create spacing between developments. 	<p>Met. No building walls are proposed on boundaries.</p>
<ul style="list-style-type: none"> Where appropriate ensure that buildings are stepped down at the rear of sites to provide a transition to the scale of the adjoining residential area. 	<p>Met. For the purpose of this assessment, the rear of the site is considered to be the north-eastern side, where the adjoining property is located within the General Residential Zone, Schedule 1.</p> <p>The development provides an appropriate transition to this interface, with a 3.5 metre setback at the ground and first floor level and 5 metre setback at the second floor level providing sufficient separation from the adjoining property to the north-east. In addition, the width of the built form on the north-eastern elevation is relatively nominal, with the 10.5 metre building width ensuring that minimal building bulk presents to this interface.</p>
<ul style="list-style-type: none"> Where appropriate, ensure that buildings are designed to step with the slope of the land. 	<p>Met. The development utilises different finished floor levels between the dwellings to reflect the natural slope of the land, reduce the building scale and provide additional articulation to the built form.</p>
<ul style="list-style-type: none"> Avoid reliance on below ground light courts for any habitable rooms. 	<p>Met. The development does not rely on any below ground light courts for habitable rooms, with all habitable room windows located above ground level.</p>
<ul style="list-style-type: none"> Ensure the upper level of a two storey building provides adequate articulation to reduce the appearance of visual bulk and minimise continuous sheer wall presentation. 	<p>Not applicable. Three-storey built form proposed.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> Ensure that the upper level of a three storey building does not exceed 75% of the lower levels, unless it can be demonstrated that there is sufficient architectural interest to reduce the appearance of visual bulk and minimise continuous sheer wall presentation. 	<p>Met. The area of the upper level of each townhouse respectively is between 65 percent and 48 percent of the area of the first floor level below.</p> <p>The upper floor level is suitably recessed and utilises muted finishes to minimise its presence within the streetscape of both Manningham Road and Robert Street. Whilst sheer walls are utilised within the design, they have been integrated within the overall design response and do not appear as visually bulky.</p>
<ul style="list-style-type: none"> Integrate porticos and other design features with the overall design of the building and not include imposing design features such as double storey porticos. 	<p>Met. All design features and sufficiently integrated within the overall design of the development with no examples of imposing design features.</p> <p>The first and second floor balconies on the Manningham Road elevation are appropriately designed to add articulation to the development without presenting excessive levels of bulk. In particular, the proportionate scale of the balconies and the utilisation of transparent balustrades where possible minimises visual bulk impacts.</p>
<ul style="list-style-type: none"> Be designed and sited to address slope constraints, including minimising views of basement projections and/or minimising the height of finished floor levels and providing appropriate retaining wall presentation. 	<p>Met subject to condition. The development appropriately responds to the slope constraints of the site by locating the basement entry ramp at the lowest point of the site, resulting in a basement level that is entirely beneath natural ground level.</p> <p>The finished floor levels of the dwellings are appropriately sited to reflect natural ground level, with minimal additional earthworks required. However, some earthworks appear to be required along the north-eastern and north-western boundary. A permit condition will require details of all retaining walls be shown on the plans.</p> <p>Condition required.</p>
<ul style="list-style-type: none"> Be designed to minimise overlooking and avoid the excessive application of screen devices. 	<p>Met. The development has been appropriately designed to minimise the need for screening treatments, with habitable room windows and balconies orientated to face Manningham Road or Robert Street where practical.</p>

Design Element	Met/Not Met
	Balconies and habitable room windows have also been sited in excess of 9 metres from adjoining properties where possible to avoid the need for unnecessary screening devices and maintain good levels of internal amenity.
<ul style="list-style-type: none"> Ensure design solutions respect the principle of equitable access at the main entry of any building for people of all motilities. 	<p>Met. The entries of all dwellings are located at the ground floor level and directly accessible from the street.</p>
<ul style="list-style-type: none"> Ensure that projections of basement car parking above natural ground level do not result in excessive building height as viewed by neighbouring properties. 	<p>Met. The basement level is sited entirely below natural ground level, allowing the ground floor levels to be sited to generally reflect natural ground level.</p>
<ul style="list-style-type: none"> Ensure basement or undercroft car parks are not visually obtrusive when viewed from the front of the site. 	<p>Met. The basement level is sited entirely below natural ground level and will not be visible from the street.</p>
<ul style="list-style-type: none"> Integrate car parking requirements into the design of buildings and landform by encouraging the use of undercroft or basement parking and minimise the use of open car park and half basement parking. 	<p>Met. The development utilises basement level car parking, appropriately designed to respond to the land constraints with entry from the lowest point of the land to minimise any basement projection above natural ground level.</p>
<ul style="list-style-type: none"> Ensure the setback of the basement or undercroft car park is consistent with the front building setback and is setback a minimum of 4.0m from the rear boundary to enable effective landscaping to be established. 	<p>Considered met. A minimum basement setback of 3.86 metres is proposed to the Manningham Road (south-western) boundary, encroaching within the street setback at the ground floor level.</p> <p>The proposed encroachment within the street setback on the Manningham Road side is acceptable as the basement level is entirely submerged beneath natural ground level and will not be a visible aspect of the façade presentation of the development. In addition, sufficient space remains within the front setback for deep root planting regardless of the proposed basement encroachment.</p> <p>On the Robert Street (eastern) boundary, the basement footprint fits beneath the ground floor footprint, whilst a setback in excess to the requirement is provided to the rear (north-eastern) boundary.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> Ensure that building walls, including basements, are sited a sufficient distance from site boundaries to enable the planting of effective screen planting, including canopy trees, in larger spaces. 	<p>Met. All building walls are sited a sufficient distance from the side (north-western) and rear (north-eastern) boundaries to allow for screen planting along the majority of these boundaries.</p> <p>The development layout includes the several opportunities for canopy tree planting, including within the ground level secluded private open space areas and within the rear setback.</p>
<ul style="list-style-type: none"> Ensure that service equipment, building services, lift over-runs and roof-mounted equipment, including screening devices is integrated into the built form or otherwise screened to minimise the aesthetic impacts on the streetscape and avoids unreasonable amenity impacts on surrounding properties and open spaces. 	<p>Met. Section drawings submitted with the application demonstrate that all roof mounted service equipment has been sited in a manner which will not be visible from the street or surrounding properties.</p>
<p>Car Parking and Access</p> <ul style="list-style-type: none"> Include only one vehicular crossover, wherever possible, to maximise availability of on street parking and to minimise disruption to pedestrian movement. Where possible, retain existing crossovers to avoid the removal of street tree(s). Driveways must be setback a minimum of 1.5m from any street tree, except in cases where a larger tree requires an increased setback. 	<p>Met. The development includes one double-width vehicle crossover only, providing access to the basement level car parking shared by all dwellings and a visitor space.</p> <p>The double-width crossover will replace the two existing single-width crossovers, resulting in no net loss to on-street car parking or additional disruption to pedestrian movement.</p> <p>No street trees are required to be removed to site the crossover.</p>
<ul style="list-style-type: none"> Ensure that when the basement car park extends beyond the built form of the ground level of the building in the front and rear setback, any visible extension is utilised for paved open space or is appropriately screened, as is necessary. 	<p>Met. Paving/decking is provided where the basement extends beyond the built form at the ground floor level within the front setback.</p> <p>No screening is necessary as unsightly basement projections have been avoided.</p>
<ul style="list-style-type: none"> Ensure that where garages are located in the street elevation, they are set back a minimum of 1.0m from the front setback of the dwelling. 	<p>Not applicable. All car parking is provided within the basement level.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> Ensure that access gradients of basement carparks are designed appropriately to provide for safe and convenient access for vehicles and servicing requirements. 	<p>Met. The driveway has been designed with gradients that comply with Design Standard 3 of Clause 52.06-9.</p>
<p>Landscaping</p> <ul style="list-style-type: none"> On sites where a three storey development is proposed include at least 3 canopy trees within the front setback, which have a spreading crown and are capable of growing to a height of 8.0m or more at maturity. 	<p>Met. Sufficient permeable space is provided within the front setback to accommodate three (3) canopy trees with a spreading crown.</p> <p>The landscape plan submitted with the application demonstrates that canopy trees can be planted within the front yard areas of all dwellings, with a total of nine (9) canopy trees depicted within the front setbacks.</p>
<ul style="list-style-type: none"> On sites where one or two storey development is proposed include at least 1 canopy tree within the front setback, which has a spreading crown, and is capable of growing to a height of 8.0m or more at maturity. 	<p>Not applicable. Three-storey built form proposed.</p>
<ul style="list-style-type: none"> Provide opportunities for planting alongside boundaries in areas that assist in breaking up the length of continuous built form and/or soften the appearance of the built form. 	<p>Met. As discussed, all building walls have been sited a sufficient distance from side and rear boundaries to allow for effective screen planting.</p> <p>The landscape plan submitted with the application demonstrates screen planting along both side and rear boundaries.</p>
<p>Fencing</p> <ul style="list-style-type: none"> A front fence must be at least 50 per cent transparent. 	<p>Met. The proposed front fencing along the Manningham Road and Robert Street boundaries has a transparency of 60 percent.</p> <p>This is not applicable to the render fencing adjacent to Dwelling 5 on the Robert Street Boundary as this is considered to be 'side fencing'. At any rate, the render fence is considered to fit within the overall design response and complement the built form.</p>
<ul style="list-style-type: none"> On sites that front Doncaster, Tram, Elgar, Manningham, Thompsons, Blackburn and Mitcham Roads, a fence must: <ul style="list-style-type: none"> not exceed a maximum 	<p>Met. The front fence on the Manningham Road boundary is setback 1 metre from the title boundary, providing space for a continuous landscaping treatment.</p>

Design Element	Met/Not Met
height of 1.8m ○ be setback a minimum of 1.0m from the front title boundary and a continuous landscaping treatment within the 1.0m setback must be provided.	The front fence on the Manningham Road boundary has a maximum height of 1.6 metres.

Car Parking, Access, Traffic and Bicycle Parking

Clause 52.06 Car Parking

- 8.12 Clause 52.06 Car Parking applies to a new use or an increase in the floor or site area of an existing use, establishing the minimum required rate of car parking for land uses and criteria for the layout of on-site car parking and accessways.
- 8.13 Prior to a new use commencing or the increase to the floor area or site area of an existing use, Clause 52.06-2 of the Scheme requires that the number of car parking spaces outlined at Clause 52.06-5 be provided on the land or as approved under Clause 52.06-3, to the satisfaction of the Responsible Authority.
- 8.14 Clause 52.06-5 requires resident car parking be provided at a rate of one (1) space for each dwelling with one or two bedrooms and two (2) spaces for each dwelling with three or more bedrooms. Clause 52.06-5 also requires visitor car parking be provided at a rate of one (1) space for every five (5) dwellings.
- 8.15 In accordance with Clause 52.06-5, the proposed development is required to provide sixteen (16) car parking spaces for residents and one (1) car parking space for visitors.
- 8.16 The proposal includes the required sixteen (16) resident car parking spaces and one (1) visitor car parking space within the basement level, for a total of seventeen (17) on-site car parking spaces. The proposed development therefore satisfactorily caters for additional car parking demand on-site, demonstrating full compliance with the minimum car parking requirements.
- 8.17 An assessment against the car parking design standards at Clause 52.06-9 of the Scheme is provided in the table below:

Design Standard	Met/Not Met
1 – Accessways	<p>Met. The accessway is at least 3 metres wide.</p> <p>An internal radius of at least 4 metres or with a width of 4.2 metres is provided at all changes of direction.</p> <p>Minimum headroom of at least 2.1 metres is provided beneath all overhead obstructions.</p> <p>The accessway and car parking layout has been designed to allow for forward entry and exit to the site for all spaces.</p>

Design Standard	Met/Not Met
	<p>A passing area of 6.1 metres wide by 7 metres long has been provided on the accessway ramp.</p> <p>A corner splay (sight triangle) has been provided on the internal side of the driveway, with the front fence splayed to allow for pedestrian visibility.</p>
2 – Car Parking Spaces	<p>Met. All car parking spaces achieve the minimum dimension requirements established by Table 2 <i>Minimum dimensions of car parking spaces and accessways</i> and the clearance required by Diagram 1 <i>Clearance to car parking spaces</i>.</p>
3 – Gradients	<p>Met. The driveway gradients have been designed in accordance with Design Standard 3, including compliance with the maximum gradient requirement and the implementation of suitable transition sections for all sag and summit changes.</p>
4 – Mechanical Parking	<p>Not applicable. No mechanical parking proposed.</p>
5 – Urban Design	<p>Met. The basement entry is appropriately recessed from the frontage presentation of the development and will not visually dominate public space.</p>
6 – Safety	<p>Met. Whilst no details are provided on the submitted plans, the basement level will presumably be provided with suitable lighting and signage to delineate each car parking space. A convex mirror has been provided within the basement to increase safe vehicle movement and visibility.</p> <p>The basement level will be secured by a remote controlled door and intercom system.</p> <p>Pedestrian access to the basement level can be gained from Robert Street through the internal pathway and central stairwell.</p>
7 – Landscaping	<p>Met Suitable landscaping opportunities are provided within the front setback to soften the appearance of the driveway and basement.</p>

Traffic Impacts

- 8.18 It is not anticipated that the volume of traffic that is likely to be generated by the development will have a material impact on the capacity and operation of Manningham Road or the surrounding road network and intersections.

- 8.19 Council's Engineering Services Unit raises no concern in relation to the expected traffic generated by the proposed development.
- 8.20 The Traffic Engineering Assessment report submitted with the application (*TraffixGroup*, October 2017) anticipates that the development will generate five additional vehicle movements to or from the site during peak hour periods. The assessment considers that this peak traffic demand generated by the development will have a negligible effect on Manningham Road and the surrounding road network.
- 8.21 Pursuant to Clause 52.29 Land Adjacent to a Road Zone, Category 1 or a Public Acquisition Overlay for a Category 1 Road of the Manningham Planning Scheme, a permit is required to create or alter access to a road in a Road Zone, Category 1. Manningham Road is located within a Road Zone, Category 1.
- 8.22 In accordance with the requirements of Clause 66 of the Manningham Planning Scheme, the application was referred to *VicRoads* as a determining referral authority. *VicRoads* have no objection to the application subject to the conditions contained in the letter dated 26 September 2017. These conditions will be included on any permit issued. **Conditions required.**
- 8.23 *VicRoads'* support of the application, subject to these conditions, demonstrates that the application achieves compliance with the purpose of Clause 52.29 of ensuring appropriate access to identified roads. In addition, it is not anticipated that the development will have an adverse effect on the operation of the road or public safety as the proposal includes consolidation of two single-width crossovers into one double-width crossover.

Clause 52.34 Bicycle Facilities

- 8.24 Clause 52.34 Bicycle Facilities does not apply to dwelling developments of less than four storeys. Therefore, there is no statutory obligation to provide bicycle spaces.
- 8.25 Nevertheless, the development includes five (5) bicycle spaces, including four (4) within the basement level and one (1) adjacent to the entry of the internal pathway.

On-Site and Off-Site Amenity Impacts

- 8.26 Clause 55 Two or More Dwellings on a Lot and Residential Buildings applies to an application to construct two or more dwellings on a lot, establishing the planning controls for on-site and off-site amenity through the application of objectives and standards.
- 8.27 Clause 55 specifies that a development must meet all of the objectives and should meet all of the standards of this clause. The standards contain *requirements to meet the objectives* and compliance with these requirements is widely accepted as satisfying the relevant objective.
- 8.28 An assessment against the objectives and standards of Clause 55 is provided in the table below:

Objective	Objective Met/Not Met
<p>55.02-1 – Neighbourhood Character</p> <ul style="list-style-type: none"> To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. To ensure that development responds to the features of the site and the surrounding area. 	<p>Standard met.</p> <p>As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment) and the referral response from Council’s Urban Design Officer, the development satisfactorily contributes towards the preferred neighbourhood character.</p> <p>As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the development satisfactorily respond to the features of the site and surrounding area.</p>
<p>55.02-2 – Residential Policy</p> <ul style="list-style-type: none"> To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies. To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. 	<p>Standard met</p> <p>The application was accompanied by a suitable written statement that demonstrated how the applicant considers the development to be consistent with State, Local and Council policy.</p>
<p>55.02-3 – Dwelling Diversity</p> <ul style="list-style-type: none"> To encourage a range of dwelling sizes and types in developments of ten or more dwellings. 	<p>Not applicable.</p> <p>The development consists of less than ten (10) dwellings.</p>
<p>55.02-4 – Infrastructure</p> <ul style="list-style-type: none"> To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure. 	<p>Standard met.</p> <p>The development can be connected to reticulated services, including sewerage, drainage, electricity and gas.</p> <p>The development will not unreasonably exceed the capacity of utility services and infrastructure.</p> <p>The development can provide for upgraded drainage from the site to mitigate impacts to existing drainage infrastructure through an on-site storm water detention system to limit permissible discharge. Condition required.</p>
<p>55.02-5 – Integration With the</p>	<p>Standard met.</p>

Objective	Objective Met/Not Met
<p>Street</p> <ul style="list-style-type: none"> To integrate the layout of development with the street. 	<p>The development provides adequate vehicle and pedestrian links from Manningham Road and adequate pedestrian links from Robert Street, with each dwelling provided with an individual entry pathway for access.</p> <p>The development has been orientated to ensure that each townhouse has an individual road frontage, with Dwellings 1-5 facing Manningham Road and Dwellings 6-8 facing Robert Street. Both the Manningham Road and Robert Street elevations feature sufficient glazing at the ground and first floor levels to further enhance street level integration.</p> <p>High front fencing in front of the dwellings has been avoided. As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the proposed front fencing complies with the preferred neighbourhood character outcomes.</p> <p>There is no existing public open space adjacent to the site.</p>
<p>55.03-1 – Street Setback</p> <ul style="list-style-type: none"> To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. 	<p>Objective Met.</p> <p>Standard B6 requires a street setback of 7.19 metres based on the setback of the adjoining property to the north-west (27 Manningham Road).</p> <p>The development provides for a minimum street setback of 5.69 metres.</p> <p>In accordance with the relevant decision guidelines, Council must consider <i>any relevant neighbourhood character objective, policy or statement set out in this scheme</i>. It is noted that the DDO8 establishes a preferred street setback of 6 metres.</p> <p>As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the proposed street setback will have minimal visual impact to the streetscape, noting that majority of the street setback is compliant with the 6 metre requirement.</p> <p>Overall, there is sufficient visual interest and</p>

Objective	Objective Met/Not Met
	<p>articulation across the entire frontage presentation and adequate landscaping space within the front setback to ensure that any potential impacts of the small instance of the non-compliant street setback are suitably mitigated. Subsequently, the proposed street setback is deemed to be acceptable.</p> <p>Considering the above, the proposed street setback respects the preferred neighbourhood character and the objective of Clause 55.03-1 has been met.</p>
<p>55.03-2 – Building Height</p> <ul style="list-style-type: none"> To ensure that the height of buildings respects the existing or preferred neighbourhood character. 	<p>Standard met.</p> <p>The maximum building height does not exceed the applicable maximum building height listed under the DDO8 of 10 metres, with a proposed maximum height of 9.75 metres.</p>
<p>55.03-3 – Site Coverage</p> <ul style="list-style-type: none"> To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. 	<p>Standard met.</p> <p>The site area covered by buildings does not exceed 60 percent, with a proposed site coverage of 39 percent for the above ground building elements and 55 percent for the basement level.</p>
<p>55.03-4 – Permeability</p> <ul style="list-style-type: none"> To reduce the impact of increased stormwater run-off on the drainage system. To facilitate on-site stormwater infiltration. 	<p>Standard met.</p> <p>The site area covered by pervious surfaces is at least 20 percent of the site, with a proposed pervious surface coverage of 23 percent.</p>
<p>55.03-5 – Energy Efficiency</p> <ul style="list-style-type: none"> To achieve and protect energy efficient dwellings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. 	<p>Standard met, subject to conditions.</p> <p>The dwellings have been generally well orientated and designed to make appropriate use of solar energy. All habitable rooms are provided with windows that open to the outside with no habitable rooms relying on 'borrowed light'.</p> <p>Despite the lack of eaves, the majority of the habitable room windows are provided with sufficient shading due to the orientation of other building elements, with excessive, unshaded north-facing windows avoided. Conversely, Dwellings 6-8 contain north-western orientated habitable room windows/sliding doors at the first and second floor level that are not provided with sufficient shading and will receive excessive solar</p>

Objective	Objective Met/Not Met
	<p>access during warmer periods. A permit condition will require these windows/doors be provided with shading measures to ensure appropriate solar penetration. Condition required.</p> <p>The orientation of the site, with no directly adjoining properties to the southern side, will ensure no unreasonable reduction to the energy efficiency of any existing dwellings.</p> <p>The orientation of the lot constrains the ability to practically provide north-facing living areas and private open space. Dwellings 6-8 are provided with living areas and secluded private open space with a north-westerly orientation, whilst Dwellings 1-5 offset the lack of primary northern orientation through the use of dual aspect open plan living areas.</p>
<p>55.03-6 – Open Space</p> <ul style="list-style-type: none"> To integrate the layout of development with any public and communal open space provided in or adjacent to the development. 	<p>Not applicable.</p> <p>A communal barbeque area is provided adjacent to the central pathway. The barbeque area is located in an accessible manner with outlook from a number of dwellings to provide for passive surveillance.</p>
<p>55.03-7 – Safety</p> <ul style="list-style-type: none"> To ensure the layout of development provides for the safety and security of residents and property. 	<p>Standard met, subject to condition.</p> <p>The primary entries to all dwellings are not obscured or isolated from the streetscape, readily visible from the street and delineated by individual pedestrian entry pathways from footpath.</p> <p>Planting which creates unsafe spaces along streets and accessways has been avoided.</p> <p>The basement level will be secured by an electric door, controlled by remote and intercom to ensure secure car parking within the basement.</p> <p>The internal pathway is provided with low level wall lighting and communal lighting bollards to ensure good illumination.</p> <p>Internal facing windows within the development will ensure a perception of passive surveillance for the internal pathway, basement stairwell and communal barbeque area.</p>

Objective	Objective Met/Not Met
	<p>All ground level private spaces within the development are adequately protected from inappropriate use as a public thoroughfare by internal fencing. A permit condition will require details of all internal fencing. Condition required.</p>
<p>55.03-8 – Landscaping</p> <ul style="list-style-type: none"> • To encourage development that respects the landscape character of the neighbourhood. • To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. • To provide appropriate landscaping. • To encourage the retention of mature vegetation on the site. 	<p>Standard met, subject to condition. The landscape plan submitted with the application demonstrates that the development layout can accommodate for a landscaping design that is appropriate for the site. A condition of the permit will require the landscape plan be updated to reflect changes required by Condition 1 of the permit. Condition required.</p> <p>No vegetation on the land is of a significant species and should be considered for retention.</p>
<p>55.03-9 – Access</p> <ul style="list-style-type: none"> • To ensure the number and design of vehicle crossovers respects the neighbourhood character. 	<p>Objective met. The accessway does not exceed 33 percent of the street frontage, occupying 14.36 percent of the Manningham Road frontage.</p> <p>One double width crossover has been provided, which is suitable for a development of this nature.</p> <p>As the proposal involves removal of two existing crossovers, the development will not result in any net loss to on-street car parking.</p> <p>Whilst the development does have the opportunity to provide access from Robert Street, thus minimising access points to a road in a Road Zone (Manningham Road), the provision of access from Manningham Road has been deemed to be appropriate by VicRoads as the relevant roads corporation. Moreover, the provision of access from Manningham Road results in a more efficient design response as the access can be located at the lowest point of the land.</p> <p>It is considered unlikely that service, emergency and delivery vehicles will need to enter the basement level, noting that on-site waste collection is not required. Service, emergency and delivery vehicles can utilise the Robert Street frontage as necessary.</p>

Objective	Objective Met/Not Met
<p>55.03-10 – Parking Location</p> <ul style="list-style-type: none"> To provide convenient parking for resident and visitor vehicles. 	<p>Standard Met, subject to condition.</p> <p>Car parking facilities have been located in a convenient and secure manner, located within the basement level that is secured via the electric door and accessed via the internal stairwell and central pathway which leads to the secondary entries of the dwellings.</p> <p>Ventilation to the basement level can be provided via mechanical means and will be required via permit condition. Condition required.</p> <p>There are no habitable room windows located within close proximity to the accessway that would experience adverse noise impacts from the use of the accessway. Dwelling 1 contains several habitable room windows above the accessway ramp, however, these are sited a sufficient distance above the ramp to ensure minimal vehicular noise impacts.</p>
<p>55.04-1 – Side And Rear Setbacks</p> <ul style="list-style-type: none"> To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Standard met.</p> <p>All building walls within the the development are setback in accordance with Standard B17, with the setbacks to the north-eastern and north-western boundary significantly exceeding that required by the Standard.</p> <p>By way of an example, Dwelling 8's, 8.82 metre high north-western and north-eastern wall requires a 3.99 metre setback from both the north-western and north-eastern boundaries, providing:</p> <ul style="list-style-type: none"> A 5.57 metre setback to the north-western boundary, exceeding the requirement by 1.58 metres; and A 5.43 metre setback to the north-eastern boundary, exceeding the requirement by 1.44 metres.
<p>55.04-2 – Walls On Boundaries</p> <ul style="list-style-type: none"> To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Not applicable.</p> <p>The development includes no walls built to boundaries.</p>

Objective	Objective Met/Not Met
<p>55.04-3 – Daylight To Existing Windows</p> <ul style="list-style-type: none"> To allow adequate daylight into existing habitable room windows. 	<p>Standard met.</p> <p>All existing habitable room windows are provided with sufficient clear to the sky space in accordance with the standard.</p>
<p>55.04-4 – North Facing Windows</p> <ul style="list-style-type: none"> To allow adequate solar access to existing north-facing habitable room windows. 	<p>Not applicable.</p> <p>There are no north-facing habitable room windows of existing dwellings within 3 metres of the subject sites southern boundary.</p>
<p>55.04-5 – Overshadowing Open Space</p> <ul style="list-style-type: none"> To ensure buildings do not significantly overshadow existing secluded private open space. 	<p>Standard met.</p> <p>Based on the submitted existing shadow diagrams, at least 75 percent of the all adjoining secluded private open space areas with continue to receive at least 5 hours of sunlight between 9am and 3pm on 22 September (the 'control period').</p> <p>The shadow diagrams indicate that additional shadowing to adjoining properties during the control period will be limited to the adjoining property to the north-west (27 Manningham Road) during 9am only. The extent of shadowing cast beyond that of the existing boundary fence will be minimal at any rate.</p>
<p>55.04-6 – Overlooking</p> <ul style="list-style-type: none"> To limit views into existing secluded private open space and habitable room windows. 	<p>Standard met.</p> <p>All habitable room windows and balconies have been located or designed to avoid direct views into the SPOS areas of existing dwellings within a horizontal distance of 9 metres (measured at ground level), with the application of obscure glazing or privacy screens to 1.7 metres above finished floor level to direct views away from the SPOS areas.</p> <p>The habitable room windows of Dwelling 1 that are within 9 metres of existing habitable room windows on the adjoining property to the west are provided with fixed, obscure glazing to 1.7 metres above finished floor level to suitably limit overlooking in accordance with the standard.</p> <p>No other habitable room windows or balconies have been sited within a horizontal distance of 9 metres from any existing habitable room windows on adjoining properties and therefore no further screening to limit overlooking is required in accordance with the standard.</p>

Objective	Objective Met/Not Met
<p>55.04-7 – Internal Views</p> <ul style="list-style-type: none"> To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development. 	<p>Standard met, subject to condition.</p> <p>The dwellings have been reasonably well designed to ensure that no unreasonable overlooking to the ground level secluded private open space areas. However, there are two areas of concern, where direct views into ground level SPOS areas appears to be possible:</p> <ul style="list-style-type: none"> The south-western side of Dwelling 8's second floor level balcony to the SPOS of Dwelling 7; and The north-eastern side of Dwelling 1 and Dwelling 2's second floor terrace to the SPOS of Dwelling 6. <p>Permit conditions will require screening devices to ensure the aforementioned scenarios comply with the relevant standard.</p> <p>Condition required.</p>
<p>55.04-8 – Noise Impacts</p> <ul style="list-style-type: none"> To contain noise sources in developments that may affect existing dwellings. To protect residents from external noise. 	<p>Standard met.</p> <p>Service infrastructure is proposed on the roof of the dwellings.</p> <p>All windows facing Manningham Road have been provided with 10.38mm laminate as recommended by the submitted acoustic assessment report to protect from noise impacts from Manningham Road.</p> <p>Besides Manningham Road, there are no unusual noise impacts anticipated from adjoining properties that would necessitate consideration of noise impacts in the siting of noise sensitive rooms within the development.</p>
<p>55.05-1 – Accessibility</p> <ul style="list-style-type: none"> To encourage the consideration of the needs of people with limited mobility in the design of developments. 	<p>Standard met.</p> <p>The dwellings have been designed to be accessible for people with limited mobility, with the primary entries of all dwellings located at the ground floor level. The entries are directly accessible, at grade, from the street via individual pathways, with minimal stairs required.</p>
<p>55.05-2 – Dwelling Entry</p> <ul style="list-style-type: none"> To provide each dwelling or residential building with its own sense of identity. 	<p>Standard met, subject to conditions.</p> <p>The main entries to each dwelling are located on the streetscape elevation, visible and easily identifiable from the respective street frontage. The individual front yard areas of each dwelling further assist in delineating the individual entry spaces, creating a transitional space and a personal sense of address for each dwelling.</p>

Objective	Objective Met/Not Met
	<p>The primary entries to Dwellings 1-5 are offered shelter by the cantilevered balconies above.</p> <p>The primary entries to Dwellings 6-8 appear to be provided with modest canopies above the entries to provide shelter. However, no details of these canopies are provided on the plans. A permit condition will require details of the canopies, to be designed to provide sufficient shelter to the entry space. Condition required.</p>
<p>55.05-3 – Daylight To New Windows</p> <ul style="list-style-type: none"> To allow adequate daylight into new habitable room windows. 	<p>Standard met.</p> <p>All habitable room windows within the development are located to face either an outdoor space clear to the sky or a verandah that is open for at least a third of its perimeter.</p>
<p>55.05-4 – Private Open Space</p> <ul style="list-style-type: none"> To provide adequate private open space for the reasonable recreation and service needs of residents. 	<p>Standard met.</p> <p>All dwellings are provided with private open space with convenient access from a living room, consisting of either:</p> <ul style="list-style-type: none"> For Dwellings 1-5; a balcony of an area of at least 8 square metres with a minimum dimension of at least 1.6 metres; or For Dwellings 6-8; at least 40 square metres of ground level private open space, which includes an area with a minimum dimension of 3 metres of at least 25 square metres of secluded private open space.
<p>55.05-5 – Solar Access To Open Space</p> <ul style="list-style-type: none"> To allow solar access into the secluded private open space of new dwellings and residential buildings. 	<p>Standard met.</p> <p>The proposal has reasonably provided for north-facing secluded private open space areas where practicable and appropriate with consideration to the development form and site orientation.</p> <p>The secluded private open space areas of Dwellings 1-5 are located on the south-western side of the dwellings and will receive limited solar access. Given the design typology and typical use of a balcony area, the level of solar access is anticipated to have minimal impact on the usability of the spaces. Subsequently, the south-facing balconies are acceptable.</p>

Objective	Objective Met/Not Met
	The secluded private open space areas of Dwellings 6-8 feature an open northern aspect and will receive good solar access.
55.05-6 – Storage <ul style="list-style-type: none"> To provide adequate storage facilities for each dwelling. 	Standard met. Individual storage spaces of at least 6 cubic metres for each dwelling are shown within the basement level, within wire mesh storage cages.
55.06-1 – Design Detail <ul style="list-style-type: none"> To encourage design detail that respects the existing or preferred neighbourhood character. 	Standard met. Accounting for the application of the DDO8, the development should respect the preferred neighbourhood character. The design objectives of the DDO8 encourage <i>development that is contemporary in design that includes an articulated built form and incorporates a range of visually interesting building materials and façade treatments.</i> In broad terms, the contemporary design of the development complies with this preferred character, incorporating a range of visually interesting building materials and façade treatments. The design detail, relative to the more specific policies contained within the DDO8, is discussed in greater detail under the Design, Built Form and Landscaping Assessment and is found to adequately contribute towards the preferred character.
55.06-2 – Front Fence <ul style="list-style-type: none"> To encourage front fence design that respects the existing or preferred neighbourhood character. 	Standard met. The proposed front fence on the Manningham Road boundary does not exceed the applicable maximum front fence height for 'streets in a Road Zone, Category 1' of 2 metres. The proposed front fence on the Robert Street boundary does not exceed the applicable maximum front fence height for 'other streets' of 1.5 metres. As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the proposed front fencing meets the preferred neighbourhood character and complements the design of the development.

Objective	Objective Met/Not Met
<p>55.06-3 – Common Property</p> <ul style="list-style-type: none"> To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership. 	<p>Standard met.</p> <p>The development provides sufficient delineation of public, communal and private areas via the use of internal fencing and building walls throughout the site.</p> <p>The basement level, which will be predominantly common property, is designed in a functional manner and capable of efficient management.</p>
<p>55.06-4 – Site Services</p> <ul style="list-style-type: none"> To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive. 	<p>Standard met.</p> <p>The design of the building has afforded sufficient space for facilities and services, with rooftop service areas and a dedicated service area within the basement level. Meter cupboards are shown to be housed within enclosures within the front setback of each dwelling.</p> <p>Bin and recycling enclosures are located within the front setback of each dwelling, enclosed by screening devices as to mitigate any visual impact to the street. The individual bin and recycling storage areas can be conveniently accessed by residents and are readily transferable to the kerb on collection day.</p> <p>Mailboxes have been suitably located adjacent to the entry paths of the respective dwellings, integrated within the front fence/landscaping design.</p>

Objector Concerns

8.29 The objector's property is located at 27 Manningham Road, adjoining the site on the north-western side. A response to the grounds of objection is provided in the following paragraphs:

Overlooking and loss of daylight/solar access

8.30 As outlined within the On-Site and Off-Site Amenity Impacts assessment section of this report (Sections 8.26 to 8.28), the development achieves compliance with the amenity impact objectives and standards of the Manningham Planning Scheme. These include side and rear setbacks (Clause 55.04-1), daylight to existing windows (Clause 55.04-3), overshadowing open space (Clause 55.04-5) and overlooking (Clause 55.04-6).

- 8.31 More specifically, all first and second floor level habitable room windows and balconies have been located and designed to avoid direct views into existing private open space areas or habitable room windows, either through window placement or the utilisation of specific screening treatments. In light of this, offsite amenity impacts have been suitably limited as required under the relevant town planning regulations. The development will therefore not result in an unreasonable impact to the off-site amenity with specific regard to these factors.

Noise impacts

- 8.32 The subject land is located within the Residential Growth Zone, land that has been specifically zoned for residential use. Within this zone, the residential use of the land (regardless of the number of dwellings) does not require planning approval. Subsequently, noise impacts from the future residential use of the land or occupation of these dwellings cannot be considered in assessment of this application.

Construction impacts

- 8.33 Impacts from the construction of a development, including dust and noise, is not a consideration of the planning application process. Amenity impacts from construction of developments is regulated by the *Environmental Protection Agency* (EPA) through guidelines and legislation, including the *Environmental Protection Act 1970*. At any rate, a condition of the planning permit will include the requirement to submit a construction management plan (CMP) which would provide Council with details of the construction works that would be in accordance with the EPA guidelines.

Loss of property values

- 8.34 The impact on property prices is not a consideration of the planning permit application process. The Victorian Civil and Administrative Tribunal and its predecessors have generally found subjective claims that a proposal will reduce property values are difficult, if not impossible to gauge and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best assessed through an assessment of the amenity implications rather than any impacts upon property values, as provided under Section 8 of this report.

Increase in traffic

- 8.35 Council's Engineering and Technical Services Unit and VicRoads, which hold jurisdiction over Manningham Road, have assessed the application and have raised no concerns regarding the impact of the proposal on the surrounding traffic network. The increased traffic movement associated with the development can be readily accommodated in the surrounding street network, including both Manningham Road and Robert Street.

Drainage/Water runoff

- 8.36 The application has been considered by Council's Engineering and Technical Services Unit Officers. It has been determined that a suitable point of discharge is available to Council managed drainage assets. In addition, an on-site stormwater detention system (OSD) will be required to be installed as a condition of the permit to limit permissible discharge from the site, whilst a further condition will require the entirety of the land be managed as to prevent runoff to any adjoining property. These conditions will ensure minimal net impact to existing drainage and no additional runoff to adjoining properties.

Population Increase

- 8.37 Residential Precinct 2 delineates areas within Manningham that are a *focus for higher density developments, where a substantial level of change is anticipated*. Essentially, Residential Precinct 2 has been applied, through the relevant planning controls, to areas that have been identified as having the capacity to accommodate major change and, subsequently, population increases. This forms part of wider state objectives that broadly seek to increase housing densities in areas surrounding existing services, jobs, public transport and infrastructure in order to accommodate Melbourne's anticipated population growth in a sustainable manner. At a local level, infill residential development and consolidation in established urban areas reduces development pressure on areas with established environmental or rural values. Subsequently, increases to the population areas, such as along Manningham Road, is considered to be a good planning outcome.

9. DECLARATION OF CONFLICT OF INTEREST

- 9.1 No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

5. LEGISLATIVE REQUIREMENTS

5.1 PLANNING AND ENVIRONMENT ACT 1987 (THE ACT)

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

Section 60 of The *Planning and Environment Act*, requires the Responsible Authority to consider the following before deciding on an application:

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

Section 61(4) of the Act makes specific reference to covenants. Under Section 61(4) of the *Planning & Environment Act 1987* the Responsible Authority must not issue a planning permit that would result in a breach of a registered restrictive covenant.

5.2 MANNINGHAM PLANNING SCHEME

Clauses of the Manningham Planning Scheme the Responsible Authority must consider:

- State Planning Policy Framework
- Local Planning Policy Framework
- Clause 32.07 Residential Growth Zone, Schedule 2
- Clause 43.02 Design and Development Overlay, Schedule 8
- Clause 52.06 Car Parking
- Clause 55 Two or more dwellings on a lot and Residential Buildings
- Clause 65 Decision Guidelines

Zone

Clause 32.07 Residential Growth Zone, Schedule 2

The purpose of the General Residential Zone is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*

- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

A Planning Permit is required to construct two or more dwellings on a lot.

An assessment for buildings and works for two or more dwellings is required under the provisions of Clause 55 of the Manningham Planning Scheme.

The purpose of Clause 55 is generally to provide well designed dwellings with considered regard to internal amenity, while at the same time, maintaining the amenity and character of the locality, with particular emphasis on the amenity of adjoining residents.

Overlay

Clause 43.02 Schedule 8 to the Design and Development Overlay

The design objectives are as follows:

- *To increase residential densities and provide a range of housing types around activity centres and along main roads.*
- *To encourage development that is contemporary in design that includes an articulated built form and incorporates a range of visually interesting building materials and façade treatments.*
- *To support three storey, 'apartment style', developments within the Main Road sub-precinct and in sub-precinct A, where the minimum land size can be achieved.*
- *To support two storey townhouse style dwellings with a higher yield within sub-precinct B and sub-precinct A, where the minimum land size cannot be achieved.*
- *To ensure new development is well articulated and upper storey elements are not unduly bulky or visually intrusive, taking into account the preferred neighbourhood character.*
- *To encourage spacing between developments to minimise a continuous building line when viewed from a street.*
- *To ensure the design and siting of dwellings have regard to the future development opportunities and future amenity of adjoining properties.*
- *To ensure developments of two or more storeys are sufficiently stepped down at the perimeter of the Main Road sub-precinct to provide an appropriate and attractive interface to sub-precinct A or B, or other adjoining zone.*
- *Higher developments on the perimeter of sub-precinct A must be designed so that the height and form are sufficiently stepped down, so that the scale and form complement the interface of sub-precinct B or other adjoining zone.*
- *To ensure overlooking into adjoining properties is minimised.*
- *To ensure the design of carports and garages complement the design of the building.*
- *To ensure the design of basement and undercroft car parks complement the design of the building, eliminates unsightly projections of basement walls above natural ground level and are sited to allow for effective screen planting.*
- *To create a boulevard effect along Doncaster Road and Manningham Road by planting trees within the front setback that are consistent with the street trees.*
- *To encourage landscaping around buildings to enhance separation between buildings and soften built form.*

Permit Requirement

- *A permit is required to construct or carry out works*
- *A permit is required to 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.*

Building Height & Setbacks

- Any building or works must comply with the requirements set out in Table 1 and 2 of this Schedule.
- A permit cannot be granted to vary the condition regarding the minimum land size and configuration specified in Table 2 to this Schedule.
- A permit cannot be granted to vary the Maximum Building Height specified in Table 2 to this Schedule. This does not apply to:
 - The rebuilding of a lawful building or works which have been damaged or destroyed.
 - A building which exceeds the specified building height for which a valid building permit was in effect prior of the introduction of this provision.
- For the purposes of this Schedule, the Maximum Building Height does not include building services, lift over-runs and roof mounted equipment, including screening devices.
- For the purposes of this Schedule, balconies, terraces, and verandahs may encroach within the Street Setback by a maximum of 2.0m, but must not extend along the width of the building.

Table 1

Sub-Precinct	Maximum Building Height	Condition regarding minimum land size	Street setback
DDO8-1 (Main Road) Sub-precinct	11 metres provided the condition regarding minimum land size is met. If the condition is not met, the maximum height is 9 metres, unless the slope of the natural ground level at any cross section wider than eight metres of the site of the building is 2.5 degrees or more, in which case the maximum height must not exceed 10 metres.	1,800 square metres must be all in the same sub-precinct. Where the land comprises more than one lot, the lots must be consecutive lots which are side by side and have a shared frontage	For one dwelling on a lot: <ul style="list-style-type: none"> • Minimum front street setback is the distance specified in Clause 54.03-1 or 6 metres, whichever is the lesser • Minimum side street setback is the distance specified in Clause 54.03-1 For two or more dwellings on a lot or a residential building: <ul style="list-style-type: none"> • Minimum front street setback is the distance specified in Clause 55.03-1 or 6 metres, whichever is the lesser • Minimum side street setback

	is the distance specified in Clause 55.03-1
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State Planning Policy Framework

The relevant sections of the state planning policy framework are as follows:

Clause 15.01-1 Urban design

The objective of this policy is:

- *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 Urban design principles

The objective of this policy is:

- *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

Clause 15.01-4 Design for safety

The objective of this policy is:

- *To improve community safety and encourage neighbourhood design that makes people feel safe.*

Policy guidelines

Planning must consider as relevant:

- *Safer Design Guidelines for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).*

Clause 15.01-5 Cultural identity and neighbourhood character

The objective of this policy is:

- *To recognise and protect cultural identity, neighbourhood character and sense of place.*

Clause 15.02-1 Energy and resource efficiency

The objective of this policy is:

- *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 16.01-1 Integrated housing

The objective of this policy is:

- *To promote a housing market that meets community needs.*

Clause 16.01-2 Location of residential development

The objective of this policy is:

- *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

Clause 16.01-4 Housing diversity

The objective of this policy is:

- *To provide for a range of housing types to meet increasingly diverse needs.*

Clause 16.01-5 Housing affordability

The objective of this policy is:

- *To deliver more affordable housing closer to jobs, transport and services.*

Local Planning Policy Framework (LPPF)**Municipal Strategic Statement**Clause 21.03 Key Influences

This clause identifies that future housing need and residential amenity are critical land-use issues that will challenge Manningham's future growth and sustainable development. The MSS acknowledges that there is a general trend towards smaller household size as a result of an aging population and smaller family structure which will lead to an imbalance between the housing needs of the population and the actual housing stock that is available.

This increasing pressure for re-development raises issues about how these changes affect the character and amenity of our local neighbourhoods. In meeting future housing needs, the challenge is to provide for residential re-development in appropriate locations, to reduce pressure for development in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents.

Clause 21.05 Residential

This policy outlines the division of Manningham into four Residential Character Precincts. The precincts seek to channel increased housing densities around activity centres and main roads where facilities and services are available. In areas which are removed from these facilities a lower intensity of development is encouraged. A low residential density is also encouraged in areas that have identified environmental or landscape features.

The site is within "Precinct 2 – Residential Areas Surrounding Activity Centres and Along Main Roads".

A substantial level of change is anticipated in Precinct 2. Whilst this area will be a focus for higher density developments, there are three sub-precincts which each stipulate different height, scale and built form outcomes to provide a transition between each sub-precinct and adjoining properties, primarily in Precinct 1 – Residential Areas Removed from Activity Centres and Main Roads.

The three sub-precincts within Precinct 2 consist of:

Sub-precinct – Main Road (DDO8-1) is an area where three storey (11 metres) 'apartment style' developments are encouraged on land with a minimum area of 1,800m². Where the land comprises more than one lot, the lots must be consecutive lots which are side by side and have a shared frontage. The area of 1,800m² must all be in the same sub-precinct. All development in the Main Road sub-precinct should have a maximum site coverage of 60 percent.

Higher developments on the perimeter of the Main Road sub-precinct should be designed so that the height and form are sufficiently stepped down, so that the scale and form complement the interface of sub-precinct A or B, or other adjoining zone.

Sub-precinct A (DDO8-2) is an area where two storey units (9 metres) and three storey (11 metres) 'apartment style' developments are encouraged. Three storey, contemporary developments should only occur on land with a minimum area of 1800m². Where the land comprises more than one lot, the lots must be consecutive lots which are side by side and

have a shared frontage. The area of 1800m² must all be in the same sub-precinct. In this sub-precinct, if a lot has an area less than 1800m², a townhouse style development proposal only will be considered, but development should be a maximum of two storeys. All development in Sub-precinct A should have a maximum site coverage of 60 percent. Higher developments on the perimeter of sub-precinct A should be designed so that the height and form are sufficiently stepped down, so that the scale and form complement the interface of sub-precinct B, or other adjoining zone.

Sub-precinct B (DDO8-3) is an area where single storey and two storey dwellings only will be considered and development should have a maximum site coverage of 60 percent. There is no minimum land area for such developments.

The site is located within the **Main Road Sub-Precinct**.

Development in Precinct 2 should:

- *Provide for contemporary architecture*
- *Achieve high design standards*
- *Provide visual interest and make a positive contribution to the streetscape*
- *Provide a graduated building line from side and rear boundaries*
- *Minimise adverse amenity impacts on adjoining properties*
- *Use varied and durable building materials*
- *Incorporate a landscape treatment that enhances the overall appearance of the development.*
- *Integrate car parking requirements into the design of buildings and landform.*

Clause 21.05-2 Housing

The relevant objectives of this policy are:

- *To accommodate Manningham's projected population growth through urban consolidation, in infill developments and Key Redevelopment Sites.*
- *To ensure that housing choice, quality and diversity will be increased to better meet the needs of the local community and reflect demographic changes.*
- *To ensure that higher density housing is located close to activity centres and along main roads in accordance with relevant strategies.*
- *To promote affordable and accessible housing to enable residents with changing needs to stay within their local neighbourhood or the municipality.*
- *To encourage development of key Redevelopment Sites to support a diverse residential community that offers a range of dwelling densities and lifestyle opportunities.*
- *To encourage high quality and integrated environmentally sustainable development.*

The strategies to achieve these objectives include:

- *Ensure that the provision of housing stock responds to the needs of the municipality's population.*
- *Promote the consolidation of lots to provide for a diversity of housing types and design options.*
- *Ensure higher density residential development occurs around the prescribed activity centres and along main roads identified as Precinct 2 on the Residential Framework Plan 1 and Map 1 to this clause.*
- *Encourage development to be designed to respond to the needs of people with limited mobility, which may for example, incorporate lifts into three storey developments.*

Clause 21.05-4 Built form and neighbourhood character

The objective of this policy is:

- *To ensure that residential development enhances the existing or preferred neighbourhood character of the residential character precincts as shown on Map 1 to this Clause.*

The strategies to achieve this objective include:

- *Require residential development to be designed and landscaped to make a positive contribution to the streetscape and the character of the local area.*
- *Ensure that where development is constructed on steeply sloping sites that any development is encouraged to adopt suitable architectural techniques that minimise earthworks and building bulk.*
- *Ensure that development is designed to provide a high level of internal amenity for residents.*
- *Require residential development to include stepped heights, articulation and sufficient setbacks to avoid detrimental impacts to the area's character and amenity.*

Local Planning PolicyClause 22.08 Safety through urban design

This policy applies to all land in Manningham. It endeavours to provide and maintain a safer physical environment for those who live in, work in or visit the City of Manningham. The policy seeks attractive, vibrant and walkable public spaces where crime, graffiti and vandalism is minimised.

Clause 22.09 Access for disabled people

This policy also applies to all land in Manningham. It seeks to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person. The policy requires the needs of people with a disability to be taken into account in the design of all proposed developments.

Clause 22.12 Environmentally Sustainable Development

This policy applies throughout the City of Manningham to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 of this Policy (except for land affected by the Activity Centre Zone (Schedule 1) that applies to Doncaster Hill). The policy contains an overarching objective that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Particular ProvisionsClause 52.06 Car Parking

Pursuant to Clause 52.06-5, car parking is required to be provided at the following rate:

- 1 space for 1 and 2 bedroom dwellings
- 2 spaces for 3 or more bedroom dwellings
- 1 visitor space to every 5 dwellings for developments of 5 or more dwellings

Clause 52.06-8 outlines various design standards for parking areas that should be achieved.

Clause 52.34 Bicycle Facilities

No bicycle spaces are required to be provided as the development is less than 4 storeys.

Clause 55 Two more dwellings on a lot and residential buildings

The development of two or more dwellings on a lot must meet the requirements of this clause. An assessment against this clause is provided in Appendix 1 of this report.

General Provisions

Clause 65 Decision Guidelines

This clause outlines that before deciding on an application, the responsible authority must consider, as appropriate:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The purpose of the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*



**PROPOSED DEVELOPMENT AT
29-31 MANNINGHAM ROAD, BULLEEN**

TOWN PLANNING PACKAGE

TP000	PRELIMINARY	REV
TP001	NEIGHBOURHOOD CHARACTER ANALYSIS	
TP002	DESIGN RESPONSE	
TP003	SITE SURVEY	
TP200	PROPOSED FLOOR PLANS	
TP201	BASEMENT FLOOR PLAN	A
TP202	GROUND FLOOR PLAN	A
TP203	FIRST FLOOR PLAN	A
TP204	SECOND FLOOR PLAN	A
TP205	ROOF PLAN	A
TP400	SECTIONS	
TP401	SECTION 1 & 2	A
TP402	SECTION 3 & 4	A
TP500	ELEVATIONS	
TP501	NORTH & SOUTH ELEVATIONS	A
TP502	EAST & WEST ELEVATIONS	A
TP503	INTERNAL STREET ELEVATIONS	A
TP504	STREET ELEVATIONS	
TP800	SCHEDULES	
TP801	EXTERNAL MATERIALS SCHEDULE	A
TP900	3D IMAGERY	
TP901	VIEW FROM ROBERT STREET EAST	
TP902	VIEW FROM MANNINGHAM ROAD EAST	
TP903	VIEW FROM ROBERT STREET NORTH	
TP1000	SHADOW DIAGRAMS	
TP1001	9AM & 10AM EXISTING & PROPOSED	
TP1002	1PM & 3PM EXISTING & PROPOSED	

SITE AREA:	1239m ²
BUILDING FOOTPRINT:	464m ²
SITE COVERAGE:	39%
PERMEABILITY:	286m ² /23%
BASEMENT SITE COVERAGE:	682m ² /55%

TOWNHOUSE NO.	GROUND (m ²)	FIRST (m ²)	SECOND (m ²)	YARD SPACE (m ²)	BALCONY (m ²)	SPOB (m ²)	POB (m ²)
1	55	62	37	164	33	20	68
2	55	61	34	162	38	25	68
3	55	61	35	162	38	25	68
4	55	61	35	162	38	25	68
5	59	61	39	149	32	24	102
6	67	71	45	184	67	8	75
7	66	71	45	183	67	8	68
8	71	75	39	182	109	9	116
TOTAL	NBA	1938m²	TOTAL EXTERNAL	682m²			

<p>GENERAL NOTES</p> <p>1. ALL DIMENSIONS SHOWN ARE APPROXIMATE AND TO BE USED AS A GUIDE ONLY. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE PRIOR TO COMMENCING WORK.</p> <p>2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL COUNCIL AND RELEVANT AGENCIES.</p> <p>3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND SERVICES AT ALL TIMES.</p> <p>4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND STRUCTURES.</p> <p>5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES.</p> <p>6. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY AND SECURITY MEASURES.</p> <p>7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL WORK DONE.</p>	<p>Revised</p> <p>REV. NO. DATE</p> <p>A. 23/11/17</p>
	<p>PROJECT INFORMATION</p> <p>29-31 MANNINGHAM ROAD, BULLEEN</p>

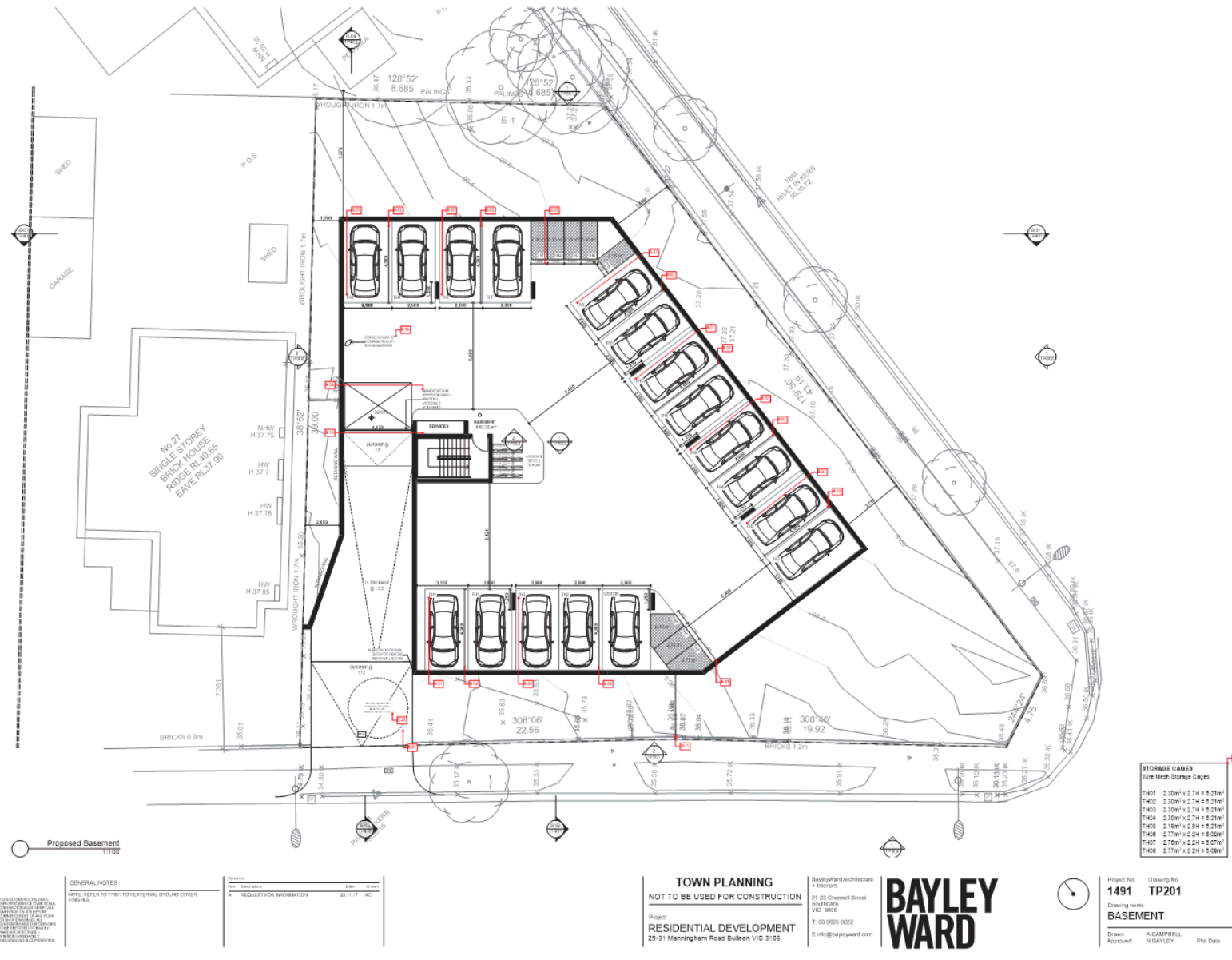
TOWN PLANNING
NOT TO BE USED FOR CONSTRUCTION

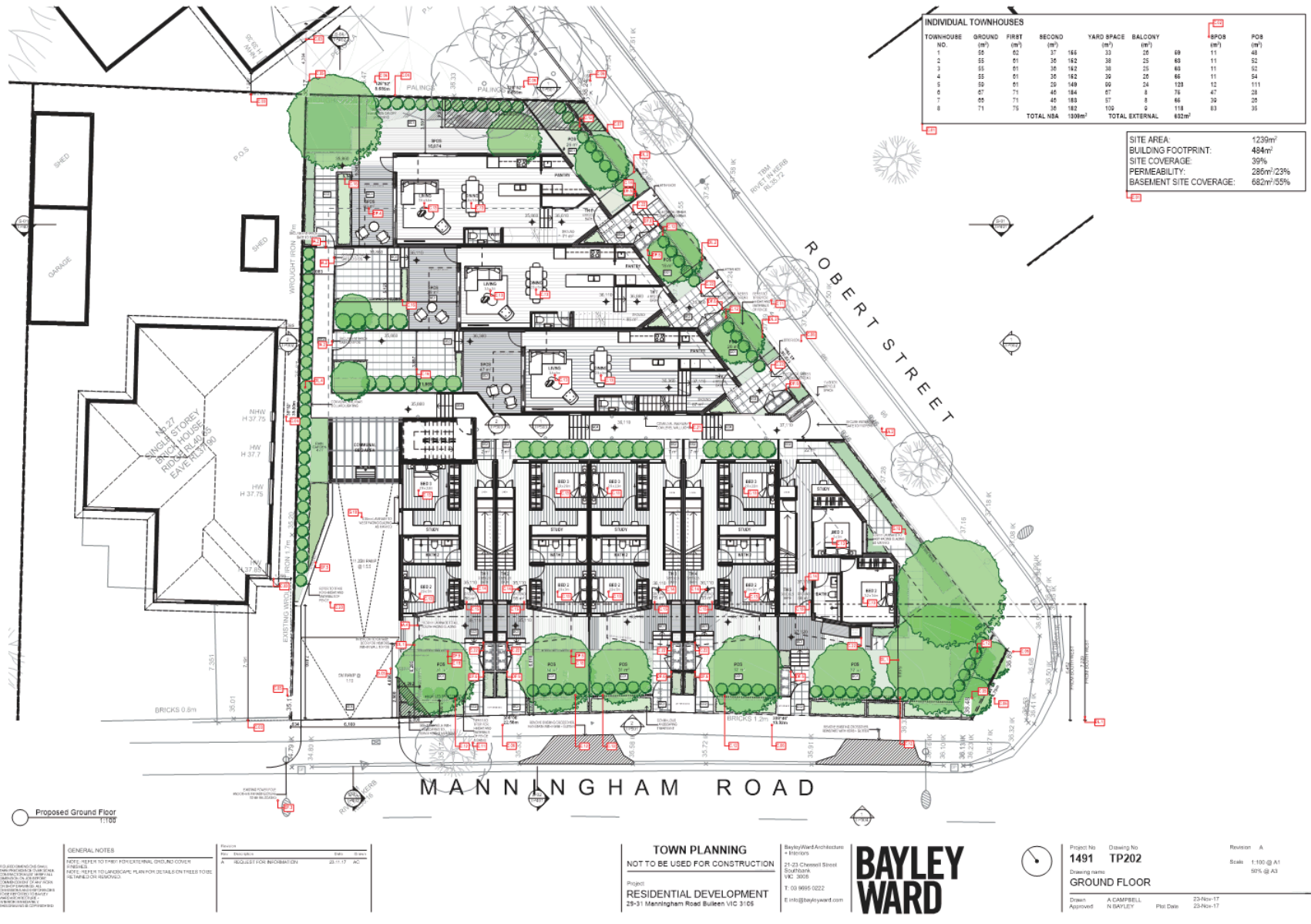
Project: **RESIDENTIAL DEVELOPMENT**
29-31 Manningham Road Bulleen VIC 3105

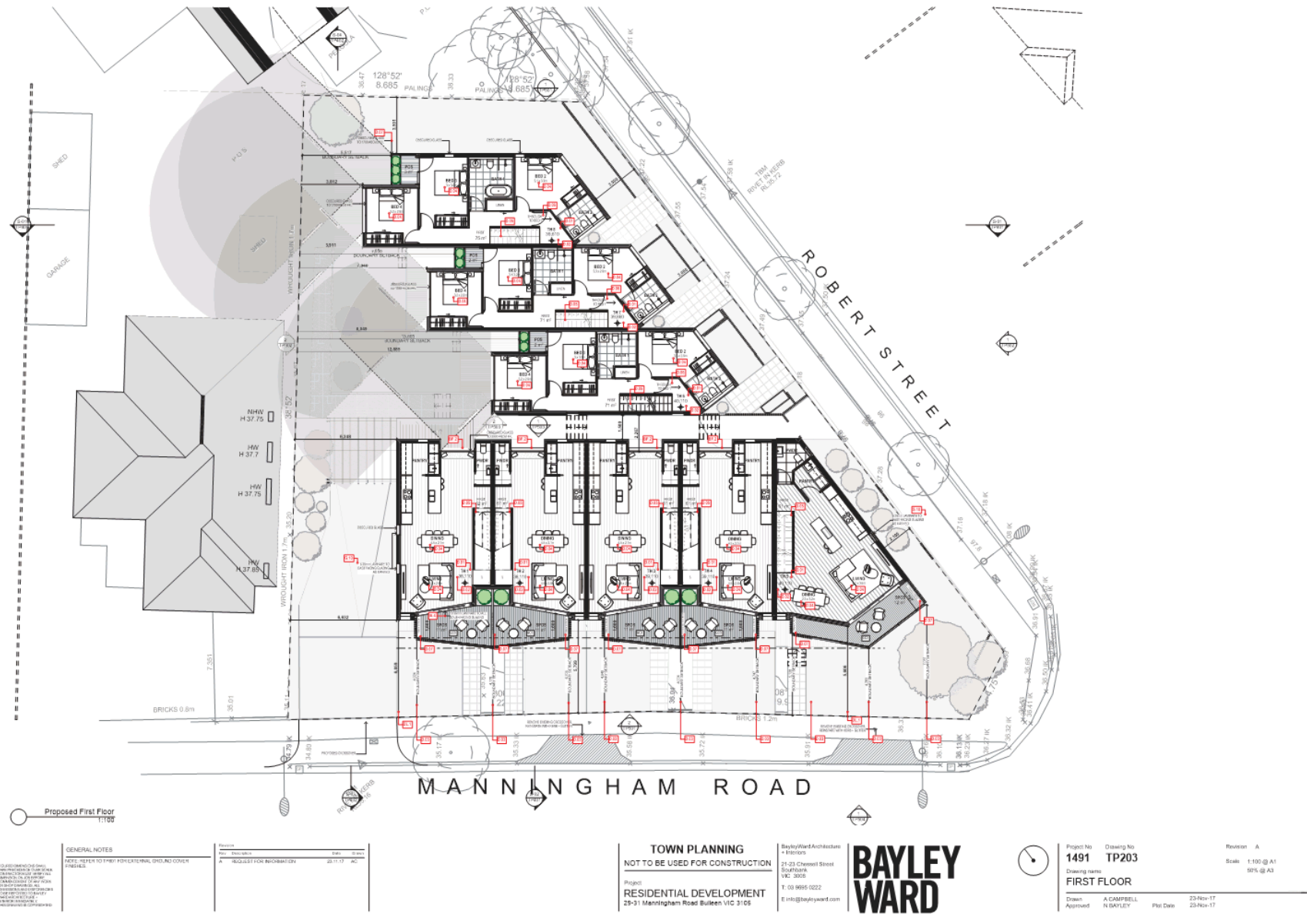
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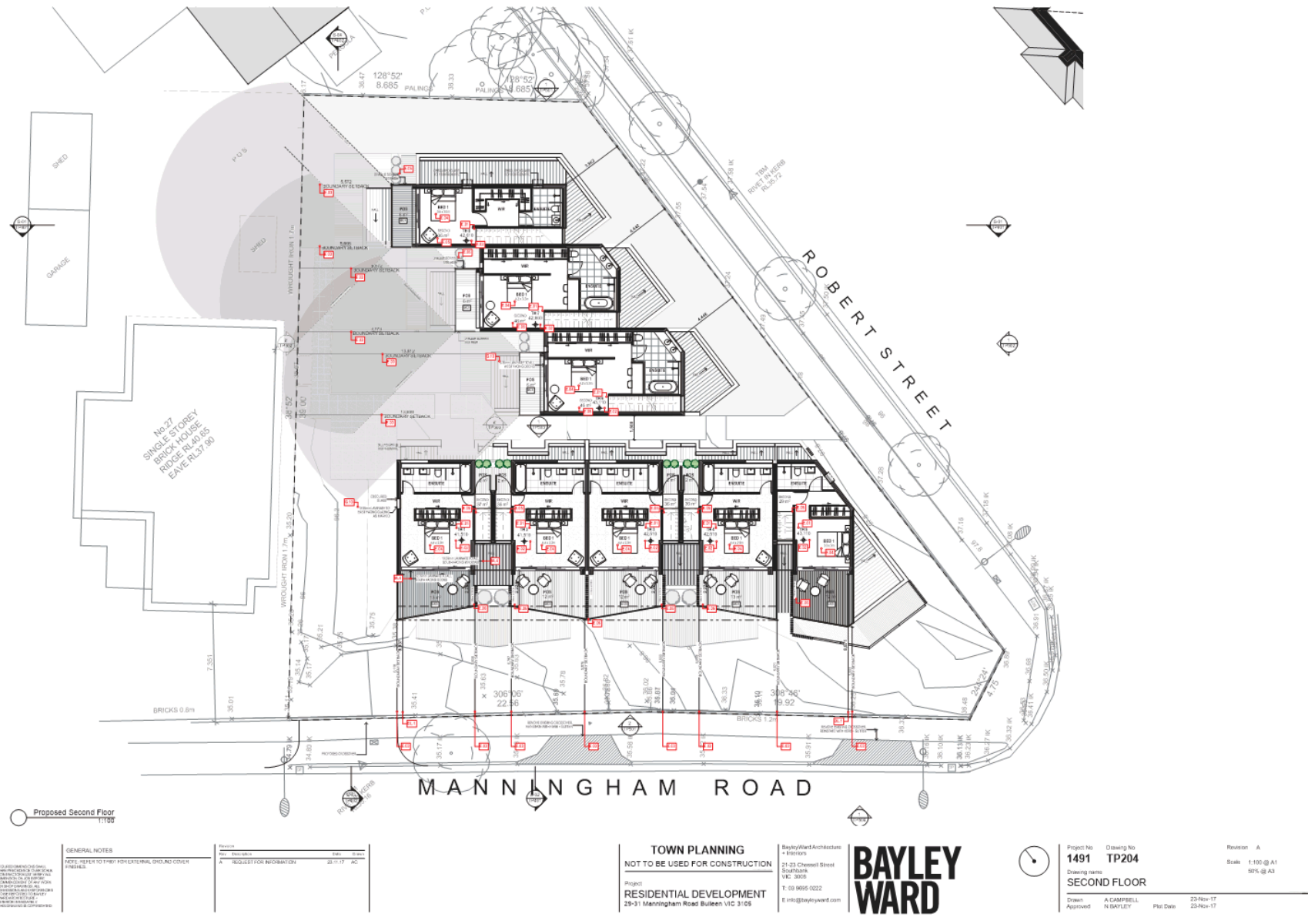


Project No	Drawing No	Revision	A
1491	TP000	Scale	@ A1
Drawing name	COVER SHEET		
Drawn	A CAMPBELL	23-Nov-17	
Approved	N BAYLEY	23-Nov-17	









Proposed Second Floor
1:100

GENERAL NOTES
 1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
 2. REFER TO THE TOWN PLANNING ACT 1988 FOR EXTERNAL OVERLAP COVER PROVISIONS.
 3. THE DRAWING IS THE PROPERTY OF BAYLEY WARD ARCHITECTURE & INTERIORS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BAYLEY WARD ARCHITECTURE & INTERIORS.

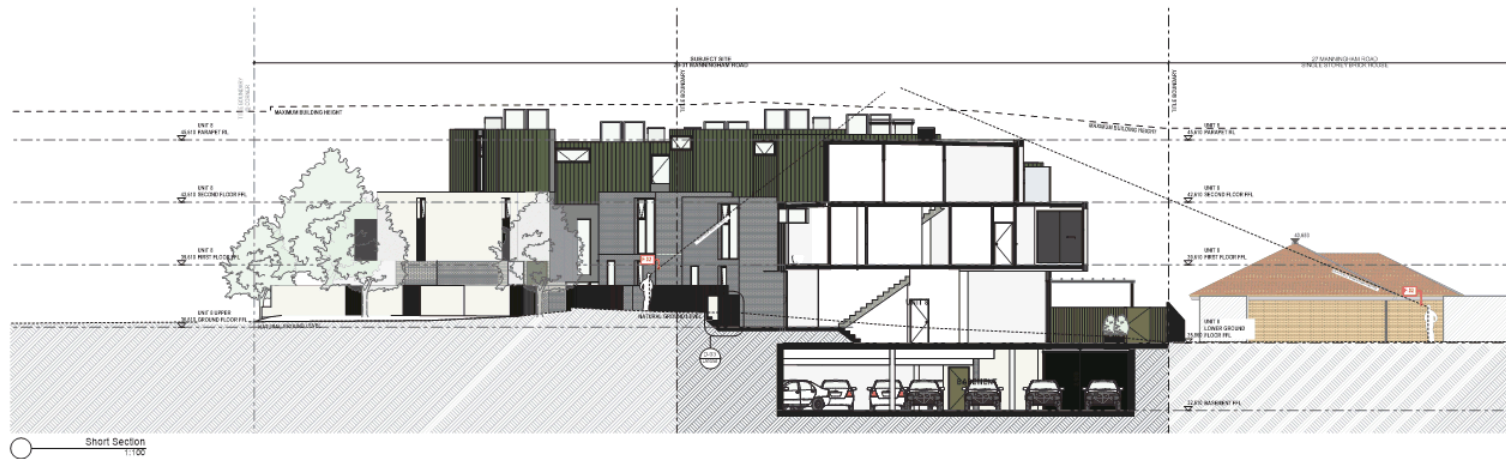
Revision	Description	Date	By	Checked
A	REVISION FOR INFORMATION ONLY	23/11/17	AC	AC

TOWN PLANNING
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 Project: RESIDENTIAL DEVELOPMENT
 29-31 Manningham Road Bulleen VIC 3105

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Project No	1491	Drawing No	TP204	Revision	A
Drawing name	SECOND FLOOR		Scale	1:100 @ A1 50% @ A3	
Drawn	A CAMPBELL	Plotted	23-Nov-17		
Approved	N BAYLEY	Plot Date	23-Nov-17		



GENERAL NOTES		Revision	
<p>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p>		<p>REV. NO.</p> <p>DATE</p> <p>DESCRIPTION</p>	<p>REV. NO.</p> <p>DATE</p> <p>DESCRIPTION</p>
		A	23/11/17

TOWN PLANNING
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Project
RESIDENTIAL DEVELOPMENT
 29-31 Macgregor Road Bulleen VIC 3105

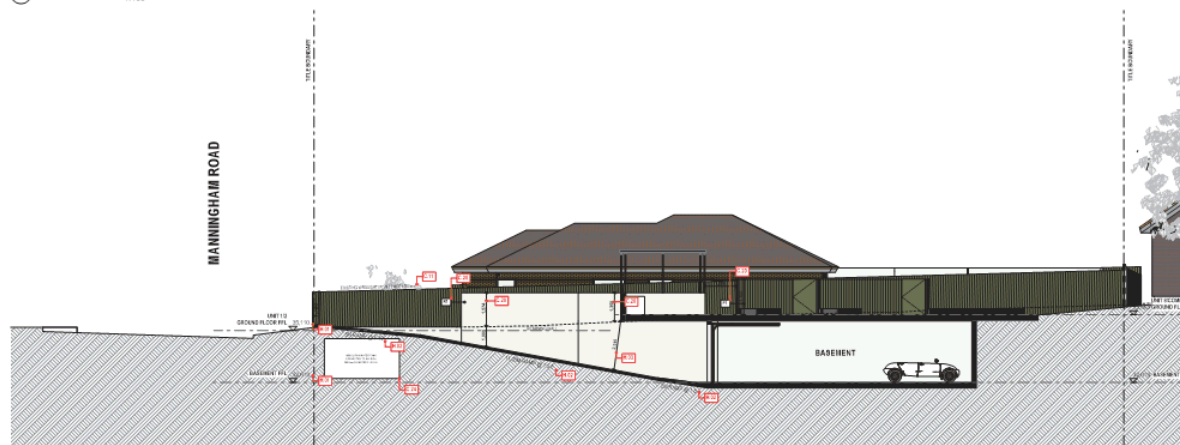
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Project No	Drawing No	Revision
1491	TP401	A
Drawing name		Scale
SECTION 1 & 2		1:100, 1:20 @ A1
		50% @ A3
Drawn	Approved	Plot Date
A CAMPBELL	N BAYLEY	23-Nov-17
		23-Nov-17



1 Basement Section 1:100



2 Driveway Section 1:100

GENERAL NOTES		Revision	
<p>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p>		Rev	Date
		A	23/11/17

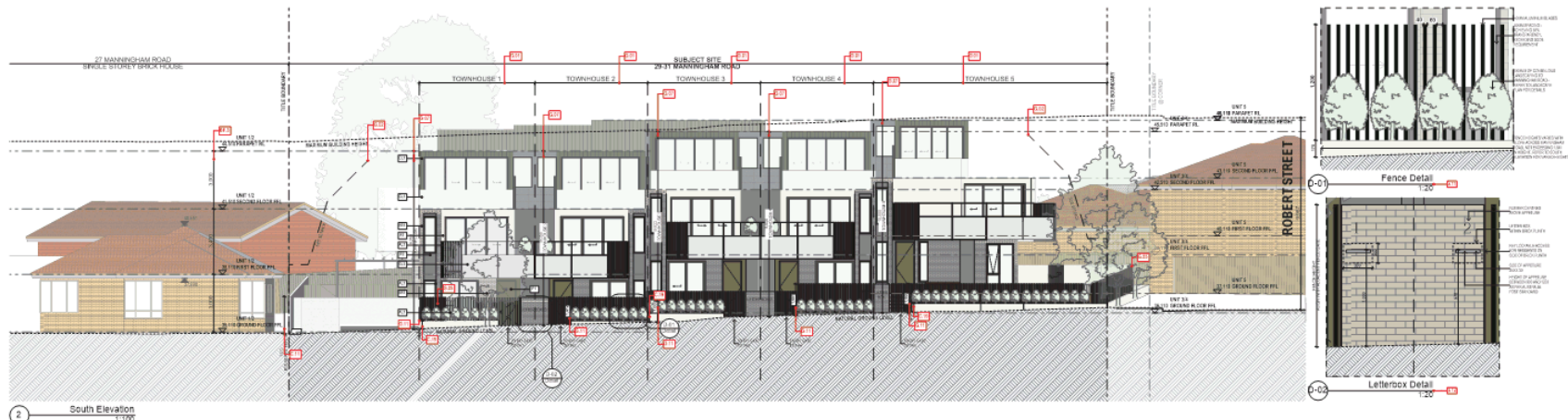
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Project
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Project No	Drawing No	Revision	A
1491	TP402	Scale	1:100 @ A1 50% @ A3
Drawing name SECTION 3 & 4			
Drawn	A. CAMPBELL	Plot Date	23-Nov-17
Approved	N. BAYLEY		23-Nov-17



GENERAL NOTES		Revision	
<p>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>2. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011.</p> <p>3. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL REGULATIONS 2017.</p> <p>4. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL PLUMBING REGULATIONS 2017.</p> <p>5. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL GAS REGULATIONS 2017.</p> <p>6. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL MECHANICAL REGULATIONS 2017.</p> <p>7. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL TILING REGULATIONS 2017.</p> <p>8. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL PAINTING REGULATIONS 2017.</p> <p>9. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ROOFING REGULATIONS 2017.</p> <p>10. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL CONCRETE REGULATIONS 2017.</p>		<p>Rev. No.</p> <p>Rev. Description</p> <p>Rev. Date</p>	<p>Rev. No.</p> <p>Rev. Description</p> <p>Rev. Date</p>
		A	REGISTRATION INFORMATION
			23/11/17

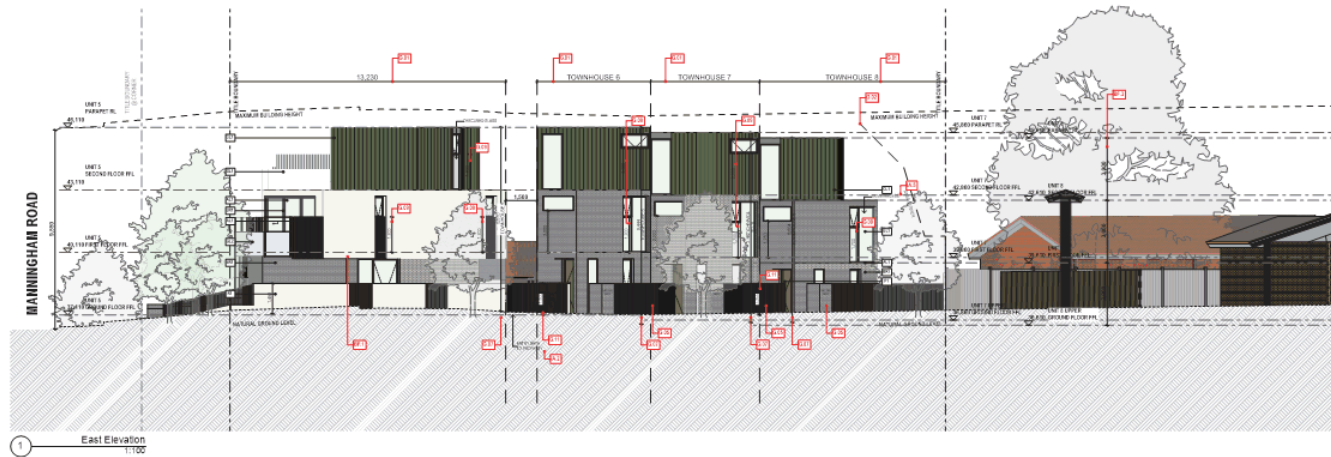
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Project No	Drawing No	Revision	A
1491	TP501	Scale	1:100, 1:20 @ A1
Drawing name			50% @ A3
NORTH & SOUTH ELEVATION			
Drawn	A CAMPBELL	23-Nov-17	
Approved	N BAYLEY	23-Nov-17	



EXTERNAL FINISHED LEGEND

[Symbol]	BLACK MAT ALUMINIUM
[Symbol]	BLACK COY. BRICK
[Symbol]	WHITE RENDER
[Symbol]	DAWK RENDER
[Symbol]	CEMENT CLADDING
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[Symbol]	MATED GREEN ALUMINIUM CLADDING
[Symbol]	MATED GREEN PAINT



<p>GENERAL NOTES</p> <p>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.</p> <p>2. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011.</p> <p>3. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL REGULATIONS 2017.</p> <p>4. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL PLUMBING REGULATIONS 2017.</p> <p>5. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL GAS REGULATIONS 2017.</p> <p>6. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL MECHANICAL REGULATIONS 2017.</p> <p>7. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL TILING REGULATIONS 2017.</p> <p>8. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL PAINTING REGULATIONS 2017.</p> <p>9. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ROOFING REGULATIONS 2017.</p> <p>10. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL CONCRETE REGULATIONS 2017.</p> <p>11. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL MASONRY REGULATIONS 2017.</p> <p>12. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL GLAZING REGULATIONS 2017.</p> <p>13. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL JOINERY REGULATIONS 2017.</p> <p>14. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL FLOORING REGULATIONS 2017.</p> <p>15. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL LANDSCAPING REGULATIONS 2017.</p> <p>16. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL SECURITY REGULATIONS 2017.</p> <p>17. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL SOUNDING REGULATIONS 2017.</p> <p>18. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL VENTILATION REGULATIONS 2017.</p> <p>19. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL INSULATION REGULATIONS 2017.</p> <p>20. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL FIRE REGULATIONS 2017.</p> <p>21. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ACCESSIBILITY REGULATIONS 2017.</p> <p>22. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ENERGY REGULATIONS 2017.</p> <p>23. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL SUSTAINABILITY REGULATIONS 2017.</p> <p>24. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL WELLBEING REGULATIONS 2017.</p> <p>25. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL QUALITY REGULATIONS 2017.</p>	<p>Revision</p> <p>DATE</p> <p>BY</p> <p>REVISION INFORMATION</p> <p>A</p> <p>23/11/17</p> <p>AW</p>
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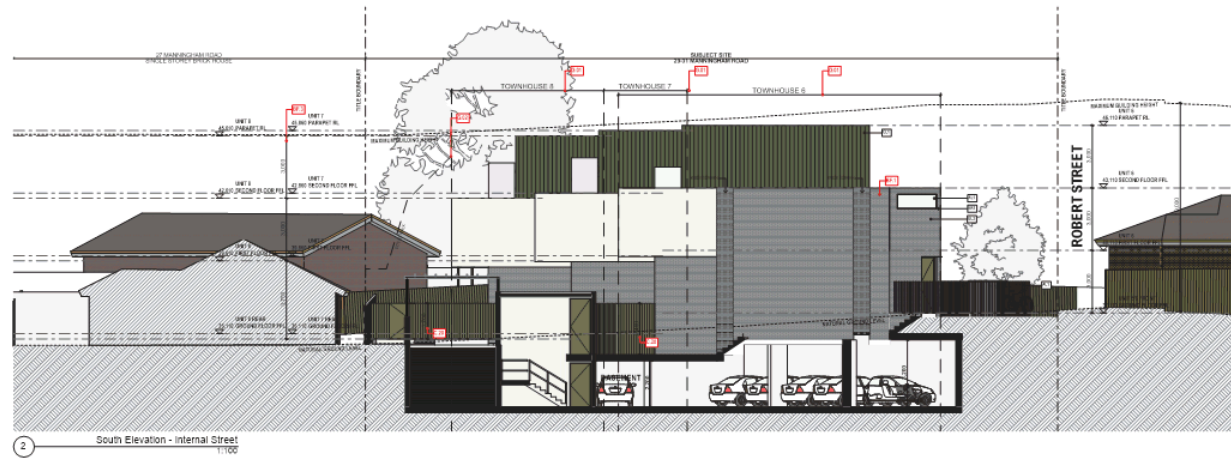
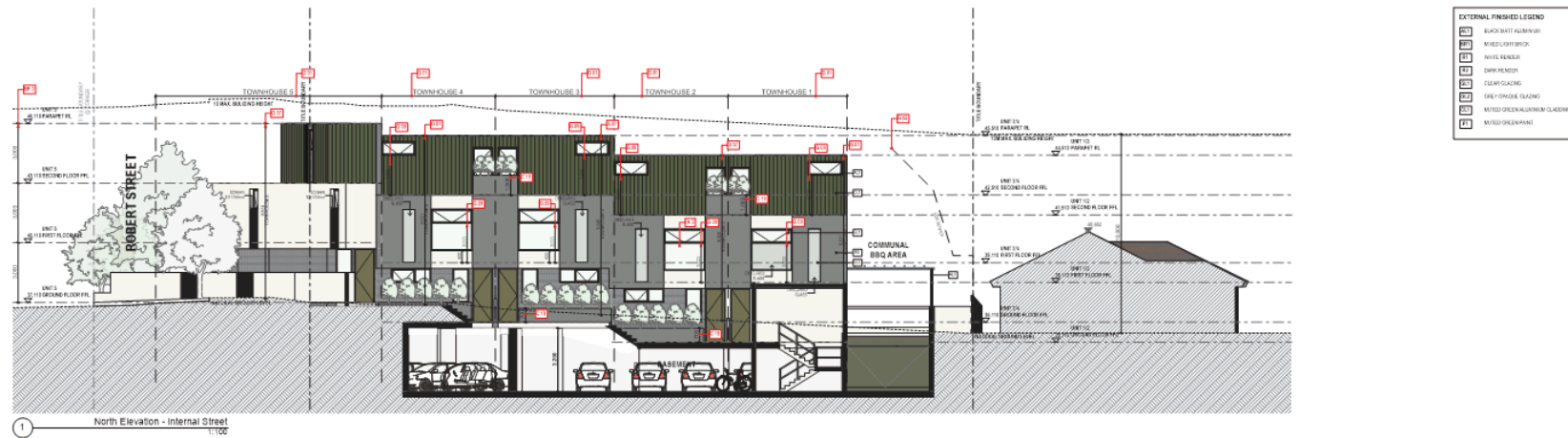
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Project No	Drawing No	Revision
1491	TP502	A
Drawing name	Scale	
EAST & WEST ELEVATION	1:100 @ A1	
Drawn	Approved	Plot Date
A CAMPBELL	N BAYLEY	23-Nov-17
23-Nov-17	23-Nov-17	



GENERAL NOTES		Revision	
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Project No	Drawing No	Revision	A
1491	TP503	Scale	1:100 @ A1 50% @ A3
Drawing name			
INTERNAL STREET ELEVATIONS			
Drawn	A. CAMPBELL	23-Nov-17	
Approved	N. BAYLEY	23-Nov-17	



1 Manningham Road Street Elevation
1:200



23 MANNINGHAM ROAD 25 MANNINGHAM ROAD 27 MANNINGHAM ROAD



4 ROBERT STREET 2 ROBERT STREET 31 MANNINGHAM ROAD

GENERAL NOTES		Revision	
No.	Description	Date	By
1	As per Council Resolution 1491/17		

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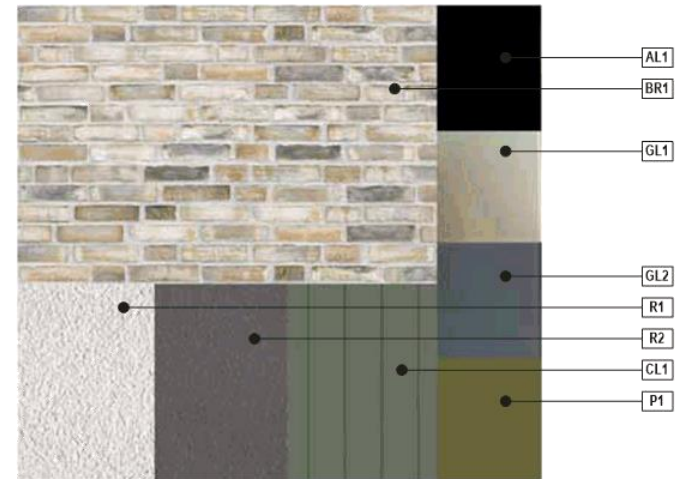
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Project No	Drawing No	Revision
1491	TP504	Scale: 1:200, 1:10 @ A1 50% @ A3
Drawing name		
STREET ELEVATION		
Drawn	Approved	Plot Date
A CAMPBELL	N BAYLEY	23-Nov-17

EXTERNAL FINISHES LEGEND

AL1	BLACK PAINT ALUMINIUM
BR1	BROWN CLAY BRICK
GL1	GLASS GLAZING
GL2	GLASS GLAZING
R1	RED CLAY BRICK
R2	RED CLAY BRICK
CL1	CLAY CLAZING
P1	PAINTED GREEN ALUMINIUM CLADDING
P2	PAINTED GREEN ALUMINIUM CLADDING



GROUND COVER FINISHES LEGEND

GC1	LAWN
GC2	DECK TREAT OUTDOOR TILE
GC3	GREY TONED TERRAZZO TILE
GC4	BROWN TONED TERRAZZO TILE
GC5	PAVED DRIVEWAY



REFER TO TP202 FOR LOCATION OF EXTERNAL GROUND FINISHES

GENERAL NOTES		Revision	
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		A	23/11/17

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Project No	Drawing No	Revision	A
1491	TP801	Scale	1:1 @ A1 50% @ A3
Drawing name EXTERNAL MATERIALS SCHEDULE			
Drawn	Approved	Plot Date	23-Feb-17
A CAMPBELL	N BAYLEY		23-Feb-17



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No.	Description	Date	By whom
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Project No	Drawing No	Revision
1491	TP901	Scale 1:3 @ A1 50% @ A3
Drawing name VIEW FROM ROBERT STREET EAST		
Drawn Approved	A CAMPBELL N BAYLEY	23-Feb-17 23-Feb-17



<p>FOR ALL INFORMATION CONTACT: ARCHITECTURAL DESIGN & CONSTRUCTION 25-31 MANNINGHAM ROAD BULTEEN VIC 3105 TEL: 03 9495 0222 WWW.BAYLEYWARD.COM</p>	<p>GENERAL NOTES</p>	<table border="1"> <thead> <tr> <th>Revision</th> <th>Rev</th> <th>Description</th> <th>Date</th> <th>By</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Revision	Rev	Description	Date	By						<p>TOWN PLANNING NOT TO BE USED FOR CONSTRUCTION</p> <p>Project RESIDENTIAL DEVELOPMENT 25-31 Manningham Road Bulleen VIC 3105</p>	<p>BayleyWard Architects +6139495 25-31 Cleveland Street Southbank VIC 3006 T: 03 9495 0222 E: info@bayleyward.com</p>	<p>BAYLEY WARD</p>	<table border="1"> <tr> <td>Project No</td> <td>Drawing No</td> <td>Revision</td> </tr> <tr> <td>1491</td> <td>TP902</td> <td>Scale 1:3 @ A1</td> </tr> <tr> <td>Drawing name</td> <td colspan="2">VIEW FROM MANNINGHAM ROAD EAST</td> </tr> <tr> <td>Drawn</td> <td>Approved</td> <td>Plot Date</td> </tr> <tr> <td>A CAMPBELL</td> <td>N BAYLEY</td> <td>23-Feb-17</td> </tr> <tr> <td>23-Feb-17</td> <td>23-Feb-17</td> <td> </td> </tr> </table>	Project No	Drawing No	Revision	1491	TP902	Scale 1:3 @ A1	Drawing name	VIEW FROM MANNINGHAM ROAD EAST		Drawn	Approved	Plot Date	A CAMPBELL	N BAYLEY	23-Feb-17	23-Feb-17	23-Feb-17	
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1491	TP902	Scale 1:3 @ A1																																
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GENERAL NOTES		Revision	
No.	Description	Date	By
1	ISSUED FOR TOWN PLANNING		
2	ISSUED FOR CONSTRUCTION		
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9	ISSUED FOR CONSTRUCTION		
10	ISSUED FOR CONSTRUCTION		

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Project No	Drawing No	Revision
1491	TP903	Scale 1:3 @ A1 50% @ A3
Drawing name VIEW FROM ROBERT STREET NORTH		
Drawn A CAMPBELL	Approved N BAYLEY	Plot Date 23-Feb-17

10 CITY PLANNING

10.1 Amendment C104 & Westfield Doncaster Draft Development Plan - Consideration of Submissions

File Number:	IN18/56
Responsible Director:	Acting Director Planning and Environment
Attachments:	<ol style="list-style-type: none">1 Attachment 1 - Amendment C104 - Summary of Submissions ↓ 2 Attachment 2 - Amendment C104 documentation and development plan ↓ 3 Attachment 3 - Amendment C104 Westfield Submitter's Map ↓ 

EXECUTIVE SUMMARY

The purpose of this report is for Council to consider and respond to new submissions received in response to the exhibition of Amendment C104 to the Manningham Planning Scheme, in conjunction with a draft Development Plan for the future development of Westfield Doncaster, as well as to reconsider previous submissions received following an earlier exhibition.

Amendment C104 has been requested on behalf of Scentre Group (as owners and operators of Westfield Doncaster). The purpose of the Amendment is to seek changes to the Manningham Planning Scheme to facilitate the future development at the Westfield Doncaster site (619 Doncaster Road and 20-34 Westfield Drive, Doncaster).

The Amendment and draft Development Plan were exhibited for a period of six week period during July and 1 September 2016. Council considered the 52 submissions received during that period in December 2016 and resolved to request the Minister for Planning to appoint a combined Panel and Advisory Committee to consider those submissions. However, at the request of the Scentre Group, the Panel was adjourned to enable Council to consider a revised proposal, which included additional land in Westfield Drive, which had been purchased by the proponent.

In September 2017 Council resolved to undertake a further period of public exhibition of the revised Amendment and draft Development Plan. The modified Amendment and draft Development Plan were exhibited for one month period in October and November 2017, and for a further five weeks period during December 2017 and January 2018.

A total of 85 submissions have been received, including 76 submissions from residents, three from statutory authorities, one from a school, one from Council's Access and Equity Advisory Committee, three from commercial businesses and one from the proponent. Twelve addendums to previous submissions were also received.

Key issues raised in submissions, at times with varying views on the matter, include:

- *Traffic and transport impacts.*
- *Quality of public realm / landscaping.*
- *Built form along the northern interface.*
- *Provision of community facilities.*
- *Height of commercial tower – location / visual impact.*
- *Amenity impacts during and post construction – visual, noise and pollution.*

At this stage of the amendment process Council after considering a submission which requests a change to the amendment Council must change the amendment in the manner requested; or refer the submission to an independent panel; or abandon the amendment or part of the amendment.

It is proposed that all submissions be referred to the combined Independent Panel / Advisory Committee which has already been established. The report and recommendations of the Independent Panel / Advisory Committee would then be considered by Council before it makes a decision as to whether to adopt the Amendment and submit it to the Minister for Planning for approval.

If the Amendment is adopted by Council and approved by the Minister, Council will then consider the approval of the Development Plan.

1. RECOMMENDATION

That Councillors note this report which is to be included on the agenda for the Council meeting on 27 February and will propose that Council:

- A. Refers the submissions, as set out in Attachment 1, to the combined Independent Panel and Advisory Committee for consideration.**
- B. Endorses the recommendations set out in Attachment 1 for the purpose of informing Council's submission to the combined Independent Panel and Advisory Committee.**
- C. Advises all submitters of Council's decision to refer all submissions to a combined Independent Panel and Advisory Committee, whereby they will be given an opportunity to be heard on the matter.**

2. BACKGROUND

- 2.1 On 2 November 2015, Contour Consulting, on behalf of Scentre Group (as owners and operators of Westfield Doncaster), lodged a request to amend the Manningham Planning Scheme to change the planning controls that apply to Westfield Doncaster at 619 Doncaster Road, Doncaster to facilitate future development of the site.
- 2.2 Council formally considered that request at its meeting on 31 May 2016. That report included a detailed assessment of the amendment documentation and the draft Development Plan. Council recommended seeking authorisation from the Minister for Planning to prepare and exhibit Amendment C104 to the Manningham Planning Scheme, subject to some specific changes to the documentation. Subject to that authorisation, Council also recommended exhibiting the Amendment concurrently with the draft Development Plan, subject to some nominated changes to that document.
- 2.3 The Minister for Planning granted authorisation on 27 June 2016. Amendment C104 was then exhibited, concurrently with a draft Development Plan, for a six (6) week period from 21 July and 1 September 2016. A total of 52 submissions were received, consisting of 44 submissions from or on behalf of residents, three (3) from statutory authorities, one (1) on behalf of a school, one (1) on behalf of Council's Access and Equity Advisory Committee, two (2) from commercial businesses and one (1) from the Proponent for the amendment.

- 2.4 Council formally considered the submissions received at its meeting on 13 December 2016 and resolved to refer the submissions to a combined Independent Panel and Advisory Committee for consideration. That report included a detailed assessment of the submissions and recommended changes to Amendment C104 and the draft Development Plan.
- 2.5 A three (3) person panel was appointed on 27 January 2017 to hear and consider submissions in respect of Amendment C104 to the Manningham Planning Scheme. The same members were also appointed on 31 January 2017 as an Advisory Committee to review the draft Development Plan. The Terms of Reference were prepared by/on behalf of the Advisory Committee.
- 2.6 A Directions Hearing was held on 28 February 2017 and a six (6) day Panel and Advisory Committee Hearing was set, to commence on 26 April 2017. The purpose of the Directions Hearing was to make arrangements for the operation of the combined Panel and Advisory Committee Hearing.
- 2.7 On 22 March 2017, Minter Ellison (lawyers acting on behalf of the Proponent) formally advised the combined Panel and Advisory Committee and Council that it was anticipated that a change in circumstance in respect of the Amendment, would have a material effect on the current proceedings of the amendment process.
- 2.8 At the instruction of the combined Panel and Advisory Committee, the first day of the Panel Hearing scheduled for 26 April 2017 was subsequently converted to a second Directions Hearing. At that meeting, the proponent outlined the details of the change in circumstance to the Amendment and the draft Development Plan, which related to the acquisition of the adjoining land at 20-34 Westfield Drive, Doncaster.
- 2.9 Based on legal advice sought by both Council and the panel, it was considered that whilst the modifications did not warrant abandoning the full amendment process, the changes did warrant re-exhibition of the amendment and the draft Development Plan. This approach was also supported by the Department of Environment, Land, Water and Planning (DELWP), which advised that the Department was of the opinion that the changes to Amendment C104 do not need to be re-authorized prior to further exhibition.
- 2.10 On 27 April 2017, the combined Panel and Advisory Committee advised, in response to a request made by the proponent on 22 March 2017, to adjourn the Hearing, and that the current Hearing dates had been vacated. The Panel and Advisory Committee instructed that it continue to be kept informed of key dates and outcomes in relation to the Amendment and the draft Development Plan.
- 2.11 On 27 September 2017, Council formally considered the revisions to the amendment documentation and the draft Development Plan as a consequence of the acquisition of the site at 20-34 Westfield Drive, Doncaster. The report to Council included a detailed assessment of the proposed changes to Amendment C104 and draft Development Plan and Council resolve to exhibit the modified amendment and draft development plan. See **Attachment 2** for a copy of the exhibited amendment documentation and draft Development Plan.

- 2.12 The revised Amendment C104 and draft Development Plan were concurrently exhibited between 26 October and 27 November 2017.
- 2.13 Prior to the completion of the exhibition period, it came to the attention of Council officers that some property owners / occupiers, in the area surrounding Westfield Doncaster, may not have been notified of the opportunity to make a submission. This predominantly related to properties that had been redeveloped since the original proposal was exhibited between 21 July and 1 September 2016.
- 2.14 The Amendment and draft Development Plan were therefore subsequently exhibited for a further period of one month between 7 December 2017 and 12 January 2018.
- 2.15 During the exhibition period, the community and other interested parties were given the opportunity to make a written submission or to lodge a submission on-line on the 'Your Say Manningham' website.

3. DISCUSSION / ISSUE

- 3.1 The purpose of this report is for Council to consider all new submissions received in relation to the re-exhibition of Amendment C104 to the Manningham Planning Scheme and the draft Development Plan, as well as to reconsider previous submissions received following the earlier exhibition.
- 3.2 Section 23(1) to the *Planning and Environment Act 1987* outlines the options available to a Council when considering submissions to a planning scheme amendment. In this instance, more options are available because submissions have also been received to the proposed Development Plan.
- 3.3 The options available to Council are:
- Change the Amendment as requested to submitters and adopt the Amendment; or
 - Request an Independent Panel to consider submissions about the Amendment only; or
 - Request a combined Independent Panel / Advisory Committee to consider submissions about both the Amendment and the draft Development Plan; or
 - Abandon Amendment C104. If this occurs there would be no trigger for the preparation of a Development Plan, and the draft Development Plan could not be further considered.
- 3.4 It is noted that at the 13 December 2017 Council meeting, Council had previously considered the 52 submissions received during the 21 July 1 September 2016 exhibition period and resolved to refer submissions to a combined Independent Panel / Advisory Committee to consider submissions about both the Amendment and the draft Development Plan.
- 3.5 At that same meeting, Council had also resolved to request the Minister for Planning to appoint a combined Independent Panel / Advisory Committee to consider submissions about both the Amendment and the draft Development Plan.

- 3.6 Given that the combined Panel and Advisory Committee has been adjourned and not disbanded, there is no requirement for Council to request the Minister for Planning to appoint a combined Independent Panel / Advisory Committee.
- 3.7 Based on the modifications to the Amendment and draft Development Plan, it is also necessary to reconsider the previously received 52 submissions in the context of the modifications to the Amendment and draft Development Plan.

Submissions Received

- 3.8 Following the re-exhibition period, a total of 85 submissions (33 additional) have now been received, consisting of 76 submissions from or on behalf of residents, three (3) from statutory authorities, one (1) on behalf of a school, one (1) on behalf of Council's Access and Equity Advisory Committee, three (3) from commercial businesses and one (1) from the proponent. Twelve (12) addendums to previous submissions were also received during the further exhibition period, including one from the proponent. One submitter withdrew their submission.
- 3.9 Of the total number of submissions received, 56 were submitted via the your say manningham website, including 7 addendums to prior submissions. Detailed submissions have been received from VicRoads, Transport for Victoria (formally known as Public Transport Victoria), Bunnings and from the Scentre Group (as the proponent for the Amendment), as well as from Council's Access and Equity Advisory Committee.
- 3.10 Fifty three (53) of the submitters (including the proponent) own properties or reside, or have made a submission on behalf of property owners / occupiers, within a 500 metre radius of the Westfield Doncaster Complex (subject site) at 619 Doncaster Road and 20-34 Westfield Drive, Doncaster. One (1) submitter did not provide an address. Attachment 3 shows the location of properties owned by most submitters.
- 3.11 Given that the draft Development Plan was exhibited concurrently with Amendment C104, at times it was difficult to clearly distinguish between submissions received in relation to the Amendment itself, the draft Development Plan, or a combination of the two.
- 3.12 There is no legal requirement to exhibit a development plan which is proposed to be considered for approval under a Development Plan Overlay. However, it is common for a council to provide the community and other stakeholders with an opportunity to consider a proposed development plan before it is considered by Council for approval.
- 3.13 All submissions are summarised in **Attachment 1** and an officers' response and recommendation is provided in relation to each issue raised in the submissions. In some instances, a distinction has been made between submissions received during the 21 July to 1 September 2016 exhibition period or the most current exhibition period. This applies primarily where modifications to the Amendment or draft Development Plan may have attracted differing views on an issue, at times from the same submitter.
- 3.14 It is important to note that a number of previous Council recommendations (raised in the Council report on 13 December 2016 following its consideration of the initial submissions) were addressed as part of the modifications to the Amendment C104 documentation and draft Development Plan prior to the re-exhibition.

- 3.15 The current recommendations in response to the consideration of submissions include:
- Recommended changes to the Amendment documentation; and
 - Recommended changes to the draft Development plan.
- 3.16 Other recommendations do not specifically relate to the Amendment or draft Development Plan.

Review of Submissions

- 3.17 The following section addresses the key issues raised by submitters and the officers' response to those submissions.

Traffic and Transport

Design and function of the new bus interchange

- 3.18 Seven (7) submitters, have expressed their support for improvements to the bus interchange and future demand for public transport to be accommodated. Three (3) submitters do not support such improvements.
- 3.19 Transport for Victoria (TFV) has expressed its support for modifications to allow buses to undertake a loop so as to circulate within the bus interchange.
- 3.20 In addition, TFV has also expressed its support for the commitment to the operation of services within the surrounding road network.

Officers' response:

- 3.21 It is acknowledged that, as the statutory authority that manages Victoria's bus services, it is the responsibility of TFV to provide guidance in relation to the design and function of the bus interchange, infrastructure requirements and operation of services within the road network.
- 3.22 Officers had previously raised concerns that any changes to accommodate the loop within the bus interchange should not compromise the allocation of space or amenity of the public realm/entry forecourt area. Provided that this principle is observed, then any required changes can be considered on their merits.
- 3.23 While TFV notes the commitment for a bus jump lane to be provided southbound on Williamsons Road, it has also requested ongoing engagement with the proponent and other key stakeholders during the planning permit process to identify further opportunities to minimise delays in the provision of bus services.

Pedestrian accessibility

- 3.24 Eleven (11) submitters have raised issues relating to the importance of providing adequate pedestrian access; the inadequate phasing of signals crossing multi-lane main roads to the centre; the inadequacies of the pedestrian desire entry points in the existing part of the centre; and safety concerns, including access from the bus interchange to the east when the centre is closed. Comments raised in relation to the proposed new formal pedestrian entry into the Centre from Westfield Drive are addressed later in this report.

Officers' response:

- 3.25 As part of the preparation of the draft Development Plan, Council officers advocated strongly for the provision of additional pedestrian points, at key desire lines to the Centre. Whilst the pedestrian improvements are generally associated with the expansion proposal, as detailed in the draft Development Plan, it is acknowledged that a number of submissions are seeking further pedestrian access improvements to the existing part of the Centre, including access to and from the bus interchange from the east, outside of the Centre's operating times.
- 3.26 In addition to the pedestrian access network and facilities as identified in Figure 54 of the draft Development Plan, Council officers will also be seeking to advocate that VicRoads provide for improvements to the phasing of pedestrian crossings at key locations as well as implementing actions identified in the *Doncaster Hill Mode Shift Plan (2014)* and the *Behaviour Change Plan (2015)* to encourage a mode shift of 30% to sustainable transport modes within Doncaster Hill. This advocacy will supplement the Development Plan Overlay (DPO4) requirement that a Green Travel Plan/ Active Travel Plan be provided with any planning permit application. The purpose of such plans is generally to encourage a mode shift towards non-car based modes of travel.

Carparking and traffic movements in and around the Centre

- 3.27 Fourteen (14) submitters have raised general concerns about the adequacy of the proposed carparking rates; access into and out of the centre, particularly at peak times; the disjointed circulation within the centre carparks and the lack of sufficient provision of disabled parking spaces.
- 3.28 Thirteen (13) submitters are also concerned regarding whether the proposed surrounding road infrastructure will be able to respond appropriately to the growth in traffic volumes, including on-street parking, resulting from the centre expansion and adjoining developments.

Officers' response:

- 3.29 There is a recognised problem with the amount of car parking provided by the Centre at the moment and the way vehicles are able to circulate within the Centre once they enter. Consequently, the Amendment and draft Development Plan is based on the culmination of two years of work which was done in collaboration between the proponent, VicRoads, PTV and Council. Traffic modelling reviewed the projected car parking demands, as well as the proposed mitigating measures, that might assist in alleviating the impacts of the additional traffic expected as a result of the expanded centre and the anticipated full build-out of Doncaster Hill.
- 3.30 As part of addressing the current parking concerns, a number of changes are being proposed, as part of this proposal, in addition to the increase in the retail car parking rate for the new development from the current (excluding the Stage 1 multi level car park) 3.87 to 4.17 spaces per 100sqm based on whole-of-centre assessment. Traffic modelling indicates that the peak parking demand for the whole of centre car on a Saturday is approximately 88% occupancy. Difficulties in finding a car park can be partly attributed to the lack of connectivity between car parks. The proposed development would improve circulation between all existing and proposed car parking areas.
- 3.31 It is expected that the increase in parking and improvements to circulation will significantly improve the current experience in arriving to the centre and looking for a carparking space.

Westfield Drive

3.32 Sixteen (16) submitters have raised concerns about the proposed closure and amended reconfiguration of Westfield Drive, in association with the construction of the new main entry at the north-west part of the site, adjacent to Westfield Drive.

Officers' response:

3.33 The re-location of the new main entry to the centre along Williamsons Road to the north-west corner of the site will result in a reconfiguration of Westfield Drive.

3.34 The key changes involve:

- the closure of Westfield Drive at its intersection with Williamsons Road;
- ingress (entry) into Westfield Drive, via a new service road entrance from the Northern Access Road (refer to Figure 1); and

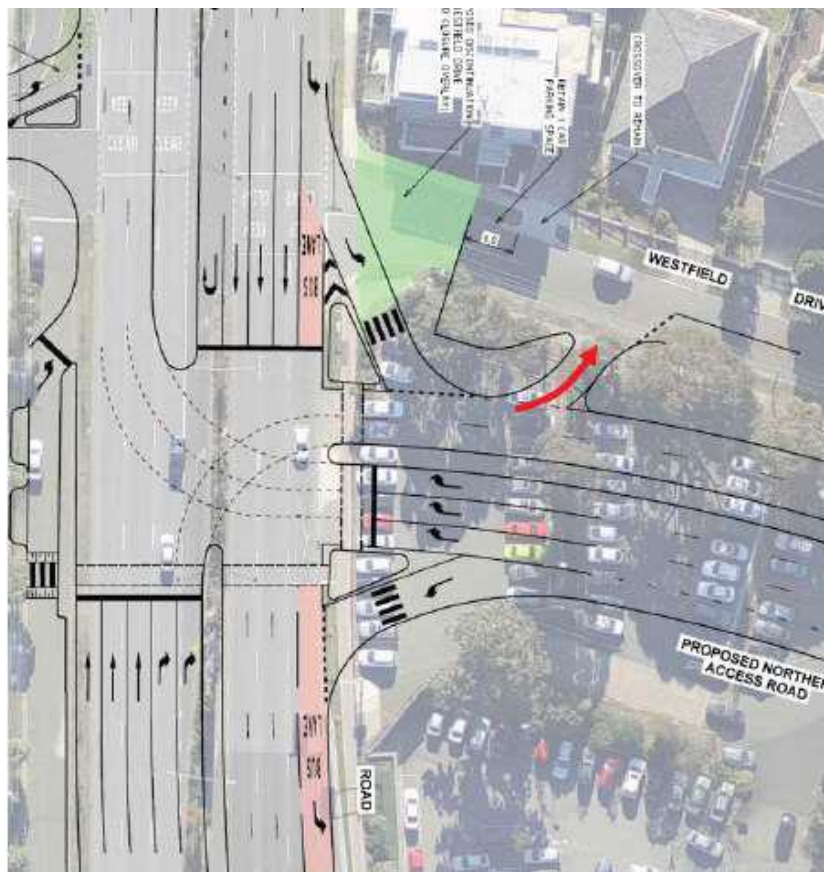


Figure 58: Configuration of Williamsons Road and Proposed Northern Access Road

- KEY
- Indicative traffic flow
 - Future road linemarking

Figure 1: Ingress (entry) via a new service road entrance from the Northern Access Road immediately east of Williamsons Road

- Egress (exit) via an exclusive exit ramp for Westfield Drive residents via the Northern Access Road to the Williamsons Road signals. (see Figure 2)

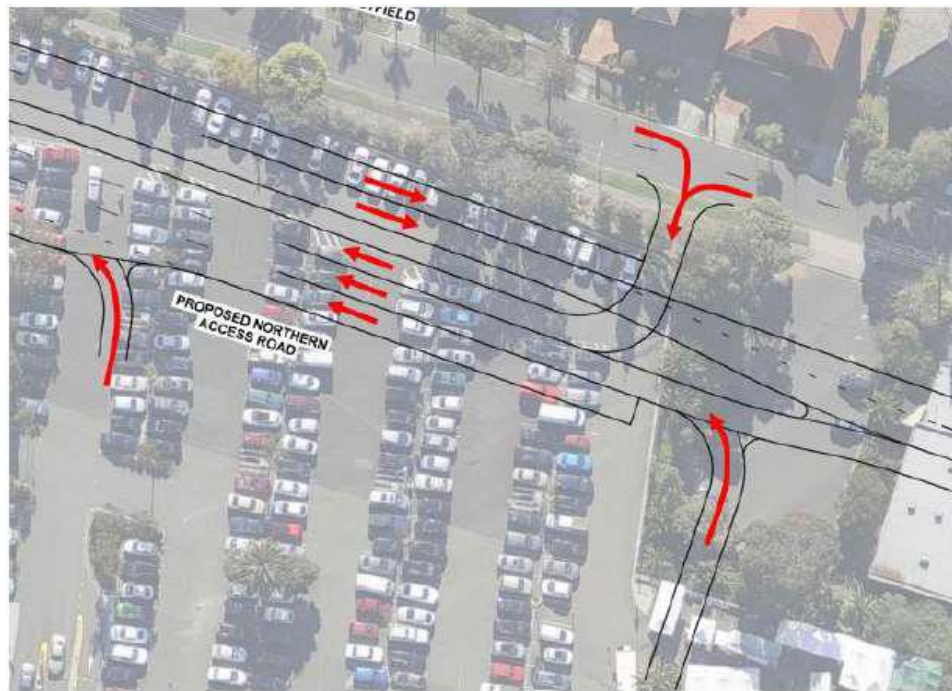


Figure 59: Configuration of proposed Westfield Drive Access and Proposed Northern Access Road



Figure 2: Egress (exit) via an exclusive exit ramp for Westfield Drive residents via the Northern Access Road to Williamsons Road proposed signals

- 3.35 Officers have recommended that the draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access to incorporate unfettered access rights for the general public over the Northern Access Road.
- 3.36 The proposed closure of the western end of Westfield Drive to through traffic (via a Road Closure Overlay in the Planning Scheme) will result in converting the western end of Westfield Drive into a cul-de-sac. This will be designed to accommodate emergency and waste vehicle access turning requirements.
- 3.37 The proposed changes to the access configuration have taken into consideration comments received from previous submitters during the July to September 2016 public exhibition process. These included concerns with 'rat running' through the local network and impacts on amenity, with vehicle headlights from customer vehicles directed into private properties, as well as concerns about the ease of accessibility by residents at the previously identified vehicle ingress and egress point.
- 3.38 It is considered that the proposed access arrangements offer an improvement to the previously exhibited configuration, noting that further information will be provided as part of the planning permit application process, to enable officers to undertake a more detailed assessment.

Bordeaux Street / Williamsons Road

- 3.39 Six (6) submitters have raised concerns that the signalised intersection at the new centre access on Williamsons Road will reduce the opportunities and gaps for parents undertaking a U-turn from the southbound carriageway on Williamsons Road to the service road on the west side of the road.
- 3.40 It is also noted that three (3) submitters consider that the proposed modifications which direct movements to Bordeaux Street towards the proposed intersection signals at Williamsons Road and the Northern Access Road via a signalised 'U' turn movement, to be a safer option.

Officers' response:

- 3.41 The previously exhibited Development Plan retained the existing right turn and "U" turn slot from Williamsons Road (south bound) into Bordeaux Street and the Williamsons Road service road (west side). This arrangement is proposed to be modified with movements to Bordeaux Street directed to the proposed intersection signals at Williamsons Road and the Northern Access Road via a signalised "U" turn movement.
- 3.42 The relocation of the turning movements at Williamsons Road / Bordeaux Street to the proposed signalised intersection at Williamsons Road / Northern Access Road is generally supported, as it will provide for safer vehicle movements.
- 3.43 The proposed changes are also generally supported by the majority of submitters who raised this issue, particularly from the school community that has requested safer turning movements during the school drop off and pick up peak periods.

Sovereign Point Court / Williamsons Road

- 3.44 Eleven (11) submitters, including 1 petition (with 58 signatories), have expressed concern about the changes to existing signals associated with the new bus interchange and other network changes that impact on their access into and out of Sovereign Point Court from Williamsons Road. Residents have requested the installation of signals to provide safer access into and out of Sovereign Point Court. In the event that this could not be accommodated, four (4) submitters have requested that the proposed 'Keep Clear' line marking be extended across all north bound lanes, i.e. incorporate the remaining 2 lanes (right turn lanes). Figure 3 shows the proposed location of the 'Keep Clear' line marking northbound along Williamsons Road.

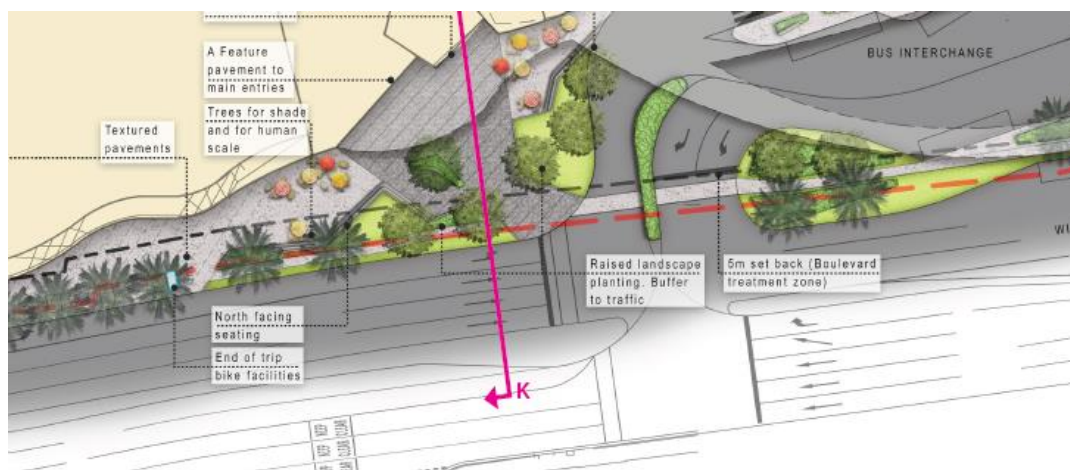


Figure 3: Williamsons Road northbound 'Keep Clear' linemarking

Officers' response:

- 3.45 An investigation has been undertaken into the request to provide a right turn facility for southbound vehicles on Williamsons Road into Sovereign Point Court, prior to the Shoppingtown Hotel signals. The findings have identified that there is insufficient road reserve width and offset from adjacent signals to provide a right turn facility for southbound vehicles along Williamsons Road. It is therefore proposed that the current left in / left out access arrangements for Sovereign Point Court at Williamsons Road be retained.
- 3.46 In response to concerns raised by submitters, Officers had previously recommended that the proponent investigate the feasibility for the provision of 'Keep Clear' linemarking on Williamsons Road at the Sovereign Point Court intersection in consultation with Council. Whilst this linemarking was incorporated into the most recent draft Development Plan, it is further recommended that the linemarking be extended across all five (5) northbound lanes along Williamsons Road to provide for the ability for residents from Sovereign Point Court to undertake a U-turn to travel southbound.

Frederick Street Signals

- 3.47 Eight (8) submitters have expressed concern about the proposed removal of the signals at the intersection of Frederick Street and Doncaster Road and the banning of right turns into and out of Frederick Street, Doncaster. In addition to the inconvenience and safety associated with needing to undertake U-turns in the broader road network, concerns have also been expressed about access by emergency and waste vehicles and other delivery trucks. Concern has also been raised about any proposal to open the current road closure in Frederick Street.

Officers' response:

- 3.48 The removal of the Frederick Street intersection signals has been proposed to improve traffic flow and reduce congestion along the westbound carriageway of Doncaster Road between Williamsons Road and Tower Street.
- 3.49 Results from the traffic modelling, which was reviewed and supported by VicRoads, indicate that the removal of the right turn movements for both the Frederick Street intersection and Westfield Doncaster exit point opposite, will result in some minor increases in "U" turn movements at the intersections east and west of Frederick Street. However, it is not considered that the removal of the right turn movements will adversely impact on safety or significantly reduce amenity for the local residents and commercial properties north of the Frederick Street closure.
- 3.50 The future status of the Frederick Street road closure is outside the scope of this process and any proposed changes would involve separate consultation with all affected parties.

Urban DesignBuilt form impacts

- 3.51 Twenty six (26) submitters have concerns about the proposed size of the centre, setbacks from residential areas and amenity impacts resulting from overshadowing, overlooking and loss of views.

- 3.52 Particular concern has been raised about the impact of the proposed development along the northern interface, including the acquisition and subsequent incorporation of the site at 20-34 Westfield Drive, Doncaster within the Development Plan. In particular, concerns have been raised about the proximity, height and scale of the development and the proposed car park and dining uses impacting on the amenity of the surrounding neighbours.
- 3.53 Eight (8) submitters have raised concerns about the location, height and amenity impacts of the gateway tower, and in some instances also expressing their support for the relocation of the proposed tower more centrally on site, resulting in greater separation from the residential interface to the north and providing a more 'balanced' built form outcome.

Officers' response:

- 3.54 At a broader strategic level, the proposed expansion of the centre responds to a number of land use and development objectives to be achieved within the Doncaster Hill Activity Centre, as identified in the Activity Centre Zone – Schedule 1 (ACZ1), including the development of a unique gateway building, public realm area and maintaining an integrated public transport interchange.
- 3.55 The increased separation between the gateway tower and the residential interface are supported. It is considered that relocation of the proposed commercial tower more centrally on the site continues to generally respond to the precinct requirements identified in Schedule 1 to the Activity Centre Zone (ACZ1) which encourages the development of a gateway building as an entrance to Doncaster Hill:
- 'Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct.'*
- 3.56 Section 3.5 Built Form and Envelope Plans of the draft Development Plan outlines the *'Design Rationale for Gateway Building'* to provide guidance regarding the future scale and form of the building. A future planning permit application will have to be generally in accordance with the approved Development Plan.
- 3.57 It must also be acknowledged that Section 3.5 Built Form and Envelope Plans of the draft Development Plan identifies *'Envelope Plan Shadow Studies'* and demonstrates that there will be no unreasonable shadow impacts from the building envelope upon adjacent residential interfaces, but also includes the requirement that further modelling of any shadowing should be demonstrated at the planning permit stage.
- 3.58 A range of treatments are proposed to manage the interface of the centre with the residential areas, including acoustic, landscaping and other urban design/architectural and built form responses to *'ensure a high quality built form outcome for the Westfield Drive interface.'*
- 3.59 As part of the addressing the sensitive interface, it is generally supported that Section 3.8 of the draft Development Plan specifies that future development be compliant with a range of Manningham Planning Scheme requirements at Clause 55 relating to daylight to existing windows, overshadowing of private open space and overlooking where the site adjoins 36-40 Westfield Drive, Doncaster.

- 3.60 It is further noted that Scentre Group raised no objection to the inclusion of additional guidelines as resolved by Council at the 26 September 2017 meeting, to strengthen Section 3.8 Development Criteria and which were incorporated prior to the exhibition of the modifications to the Amendment and draft Development Plan.
- 3.61 Officers reinforce support for the recommendation included as part of the report of 26 September 2017 (which considered modifications to the Amendment and draft Development Plan) that there may be strategic merit in reviewing the current 11 metre height limit and other requirements, as set out in Schedule 1 to the Activity Centre Zone requirements, as currently apply to Sub-precinct 4D. This would be undertaken as part of a separate amendment process and would be subject to the approval of Amendment C104 and adoption of the Development Plan by Council.

Noise and Amenity Impacts

- 3.62 Twelve (12) submitters have raised concerns about the noise and amenity impacts during and after construction and with regard to the proposed acoustic treatments in relation to safety, being located 'behind a wall' and the proposed acoustic rating.

Officers' response:

- 3.63 The Amendment and draft Development Plan were accompanied by an acoustic report that informed at a broad level that the proposed acoustic treatments identified along the eastern and northern boundaries where the site adjoins residential areas. The proposed acoustic treatments are based on the redevelopment potential of the surrounding areas, that allows a maximum building height limit of 11 metres on lots not less than 1,800m², as set out in Schedule 8 to the Design and Development Overlay.
- 3.64 Additional acoustic treatments are being proposed to address the proposed development at 20-34 Westfield Drive, Doncaster.
- 3.65 The DPO4 requires that any planning permit must include a Construction Management Plan (CMP). The CMP will address matters associated with the on-site construction and off-site amenity management measures.
- 3.66 The DPO4 also requires that each planning permit application be accompanied by an acoustic report detailing the proposed noise mitigation measures for the development. a commercial development it will need to show compliance with State Environment Protection Policy on Noise limits.

'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: (amongst other reports)

- *An Acoustic Report, detailing the proposed noise mitigation measures for the development.'*

- 3.67 It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and acoustic report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there would be no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).

Public Realm / Landscaping

- 3.68 Five (5) submitters have expressed their disappointment in relation to the landscaping and public open space proposed, stating that only the minimal amount necessary is being provided to gain planning approval.

Officers' response:

- 3.69 Council officers acknowledge the importance of providing an adequate public realm which also provides opportunities for functional and high quality formal and informal outdoor areas that cater to the needs of the patrons to the Centre. It is further acknowledged that there are a number of competing functions in the north-west corner of the site and extending further north along Williamsons Road, including the commercial tower, public realm / entry forecourt, bus interchange and shops and cafes.
- 3.70 Section 3.7 of the draft Development Plan outlines the objectives and key components of the public realm and landscaping. The modified Development Plan includes additional concept plans to illustrate potential / proposed landscaping treatments.
- 3.71 Works associated with the public realm and landscaping treatments and their specific details will be subject to future planning permit applications which must be generally in accordance with the approved Development Plan.
- 3.72 The proposed location of the public realm/entry forecourt is generally in accordance with the proposed location identified on the Strategic Framework Plan forming part of the Doncaster Hill Activity Centre Zone – Schedule 1 (ACZ1). It is noted that the Strategic Framework Plan identified in ACZ1 is proposed to be modified to identify the 'switch' in the location between the public realm area and the bus interchange.
- 3.73 It is further noted that as part of considering the request to seek authorisation to exhibit the Amendment, Council sought changes to Section 3.7 of the draft Development Plan that was available for viewing with the amendment. This change included a new commitment to consider additional rooftop landscaping and/or green facades, aimed at reducing the urban heat island effect, whilst also promoting biodiversity.
- 3.74 In response to the TFV submission regarding the design of the bus interchange to enable the buses to undertake a loop, Council officers have recommended that that any redesign must as a principle not compromise the allocation of space or amenity of the public realm/entry forecourt area.

InfrastructureCommunity facilities

- 3.75 Council's Access and Equity Advisory Committee has identified the benefit of co-locating allied health services at the Centre as part of a providing a 'one-stop shop', and to address current service gaps in the municipality. Four (4) submitters also recommended the inclusion of a range of facilities to service the needs of patrons (but not at the exclusion of others), as well as other detailed design recommendations aimed at improving access and equity for the community. It has also suggested that Scentre Group should consider establishing an advisory committee to provide advice on access and equity issues.
- 3.76 Two (2) submitters have questioned whether 100sqm allocation for a community / youth space is sufficient to service the needs of the community, given the scale of the proposed expansion.

Officers' response:

- 3.77 The purpose of the draft Development Plan is to outline the urban design vision, principles, strategies and development guidelines applicable for any future development at the Centre. The exhibited plan includes clear objectives in relation to improving access to and within the centre as well as related principles and a concept for the proposed development.
- 3.78 The matters raised in the submissions relate to more detailed matters associated with design and the provision of services and facilities which would be addressed at the planning permit stage. It is important to note that the DPO4 at section 2.0 Conditions and requirements for permits, states that:
- '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: (amongst other reports)*
- *An Accessibility / Access and Equity Audit report.'*
- 3.79 The proposed DPO4 also reflects the commitment for the provision of a minimum of 100sqm for a community / youth space, which will be formalised through a section 173 agreement as a condition of future planning permits.
- 3.80 As part of the next stage of the planning process the Scentre group will need to apply for a planning permit/s for the development which will need to be supported by the reports identified above. At the time of consideration of any such applications for planning permits it would be appropriate for Council to refer those applications to its already constituted Access and Equity Committee or a working group of its members.

Ecologically Sustainable Design (ESD)

- 3.81 Subject to a number of minor changes made in bold, the Proponent for the amendment is generally supportive of the changes to the current wording in the proposed Schedule 4 to the Development Plan Overlay (DPO4) in section 3.0 Requirements for the Development Plan, as recommended by Council on 26 September 2017. In addition to making specific reference to the Development Plan, the Proponent's suggested changes in bold also seek to limit the scope of the rating to the expansion area and new gateway building.

Sustainability Plan

Sustainability outcomes sought for the proposed development, and sustainability initiatives proposed including:

- *Sustainability outcomes sought by the Manningham Planning Scheme and initiatives/asures to deliver these outcomes.*
- *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; waste; materials; and emissions, and how the **Development Plan** addresses these.*
- *Incorporation of Australian 'best-practice', sustainable design, construction and operation.*
- *Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications.*

Add:

*Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.2 Rating tool **for a 4-star outcome for the expansion area and new 'gateway building' (and not for the existing centre).***

And amend the last sentence in this section with:

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

3.82 Two (2) other submitters have supported use of green energy in making the proposal to expand the Centre more attractive to the community.

Officers' response:

3.83 Officers' are supportive of the additional minor changes as proposed by Scentre Group which provide greater clarity about the sustainability plan commitments. Officers' however, also recommend the inclusion of reference for a minimum 4-star outcome for the expansion. This inclusion will ensure that the ability for Scentre Group to pursue the potential of a higher rating is not precluded.

3.84 It is also recommended that section 3.0 of DPO4 should also be amended to provide for flexibility in accommodating any updates to the Green Star tool, with the inclusion of the wording '*or subsequent version*' where reference is made to the Green Star Design and as-Built v1.2 Rating tool.

3.85 Accordingly, officers recommend changes to the Development Plan Overlay – Schedule 4 (DPO4), draft Development Plan and the Sustainability Commitments report.

Development Contributions Plan – Schedule 1 (DCPO1)

3.86 Currently, pursuant to Section 4.0 of Schedule 1 to the Development Contributions Plan Overlay, an exemption applies to the Westfield Doncaster site in relation to the payment of development contributions.

- 3.87 Under the current Development Contribution Plan Overlay Schedule, development contributions are payable in respect of development including the construction of a building or the carry out of works. There is an existing exemption that provides for no payment of development contributions up to a leasable floor area of 135,000 square metres (comprising 90,000 square metres for shop) provided that certain infrastructure specified in an existing planning permit was carried out.
- 3.88 The Amendment proposes to retain the exemption in its current form subject to updating the reference to the proposed Development Plan Overlay instead of the Incorporated Plan Overlay. The development facilitated by the Amendment and the draft Development Plan would exceed the floor space trigger set out in the exemption. Therefore, development contributions would be triggered and become payable. The total development contribution payable is estimated at about \$2.9 million in 2017/18.
- 3.89 As part of Amendment C104, a future planning permit application would trigger the payment of a contribution pursuant to an amended Development Contributions Plan Overlay. This is on the basis that the current floor-space exemption will not be applicable.
- 3.90 The proponent has undertaken a preliminary feasibility and costing of a range of infrastructure works proposed to be undertaken as part of the expansion of the centre and has estimated that these works have a combined value that significantly exceeds the development contributions payable under the proposed DCPO1.
- 3.91 On that basis, the Proponent submits that the exemption provision is reasonable and seeks a change to DPO1 to ensure consistency with the previous exemption methodology in applying Development Contributions to the site.
- 3.92 As part of an addendum to its original submission, the proponent has also sought changes to the new Schedule 4 to the Development Plan Overlay (DPO4) to ensure consistency with the continued use of an exemption provision within DPO1.

Officers' response:

- 3.93 The drafting of the amended DCPO1 is in the same form as the existing DCPO1, except that it refers to the relevant DPO rather than the existing IPO. Scentre Group's submission states that the DCPO needs to be amended to ensure consistency with the previous (approved) exemption methodology in applying Development Contributions to the Westfield Centre.
- 3.94 Council officers do not consider that any further changes are required. The amended form of the DCPO1 only proposes to change the exemption by updating the relevant planning control referenced in the exemption. Therefore, it is envisaged that development contributions (of about \$2.9m based on 2017/18 calculations) will become payable when the proposed development proceeds. It is not proposed to modify the exemption to:
- exempt the proposed development from liability to pay contributions, or
 - change the planning permit referenced in the exemption so as to refer to the extent of development anticipated by the draft Development Plan,

as either of these changes would further delay payment of the development contribution under the Doncaster Hill Development Contribution Plan.

- 3.95 Any infrastructure works which are proposed to be undertaken in accordance with the Doncaster Hill Development Contributions Plan would be considered for a credit against the Scentre Group's development contributions liability.
- 3.96 The changes sought to the DPO4 by the proponent are addressed under the following section titled 'Changes sought to Development Plan Overlay – Schedule 4 (DPO4).

Changes sought to Development Plan Overlay – Schedule 4 (DPO4)

- 3.97 TFV (formerly PTV) has raised concerns that the number of reports relating to traffic and transport may result in the duplication of information submitted in support of planning permit applications.
- 3.98 TFV has also requested that the final paragraph under the heading 'Integrated Transport Plan', which requires Council to seek the views of certain government agencies, should instead simply refer to 'Referral Authorities'.
- 3.99 The Proponent has also requested changes to DPO4 to ensure consistency with the previous exemption methodology in applying Development Contributions to the Westfield Doncaster site.

Officers' response:

- 3.100 The DPO4 requires certain documents to form part of an approved Development Plan:
- an Integrated Transport Plan comprising a number of components; and
 - a Traffic and Transport Assessment Report. Comprising specified information.
- 3.101 Furthermore, the DPO4 requires any planning permit application (which must be generally in accordance with the approved Development Plan) to be accompanied by (as relevant):
- a Transport Impact Assessment Report;
 - An accessibility/Access and Equity Audit Report; and
 - A Green Travel Plan
- 3.102 In response to concerns raised by TFV regarding duplication of information, it is noted that DPO4 provides discretion for the applicant and Responsible Authority in relation to which documents should accompany a planning permit application. Accordingly, Council does not consider that there is any unnecessary duplication.
- 3.103 The suggested change to refer to 'Referral Authorities' rather than department names does not change the policy intent and therefore officers recommend that this change be made.
- 3.104 The proponent has sought the following changes to the DPO4 to accommodate flexibility in the delivery of infrastructure and other facilities not specifically listed in the current DCPO1 (as shown in tracked changes)

Under Section 2.0 on page 2:¶

Conditions which provide for the delivery of any relevant development contributions and infrastructure items as set out in the approved Development Plan and relevant to the approved stage of works.¶

Under the heading Infrastructure and Contributions on page 5:¶

Details of ~~the~~ any 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.¶¶

- 3.105 It is recommended that the amended DCPO1 be retained in the same form as the existing DCPO1, except that it refers to the relevant DPO rather the existing IPO. On this basis, officers do not support the proposed changes to the DPO4, so as to accommodate flexibility in the delivery of infrastructure and other facilities not specifically listed in the current DCPO1.

4. COUNCIL PLAN / STRATEGY

- 4.1 The modifications to the Amendment documentation and draft Development Plan have not compromised how the proposed Amendment responds to the State Planning Policy Framework (SPPF), specifically:

- *Clause 11.03 Activity centres;*
- *Clause 11.06-1 Delivering jobs and investment;*
- *Clause 13.04-1 Noise Abatement;*
- *Clause 15 Built environment and heritage;*
- *Clause 15.02-1 Energy and resource and efficiency;*
- *Clause 17.01-1 Business;*
- *Clause 18.01 Integrated transport; and*
- *Clause 18.02 Movement networks*

- 4.2 The modifications to the Amendment documentation and draft Development Plan have not compromised how the proposed Amendment generally; responds to the Local Planning Policy Framework (LPPF) and the Municipal Strategic Statement (MSS), specifically:

- *Clause 21.02 Municipal profile;*
- *Clause 21.03 Key influences;*
- *Clause 21.04 Vision – strategic framework;*
- *Clause 21.09 Activity centres and commercial areas;*
- *Clause 21.10 Ecologically sustainable development; and*
- *Clause 21.12 Infrastructure*

4.3 There are a number of other key Council strategies and plans that are relevant to the Amendment and draft Development Plan and many of these are already included as reference documents within the Manningham Planning Scheme. These include:

- *Doncaster Hill Strategy (October 2002, revised 2004);*
- *Doncaster Hill Pedestrian and Cycling Plan (2009);*
- *Doncaster Hill Mode Shift Plan (2014);*
- *Principal Pedestrian Network (PPN);*
- *Bicycle Strategy (2013).*

5. IMPACTS AND IMPLICATIONS

5.1 Amendment C104 and the draft Development Plan are considered to be generally consistent with social, economic and environmental sustainability objectives.

5.2 At a broader level, the proposed expansion of the centre responds to a number of land use and development objectives to be achieved within the Doncaster Hill Activity Centre, as stated in Schedule 1 to the Activity Centre Zone (ACZ1), include the specific precinct (Precinct 4 – Westfield Doncaster) objectives relating to:

- Enhancing the pedestrian environment;
- Creating externalised public urban spaces/plazas;
- Activated street frontages;
- Maintaining and enhancing an integrated public transport interchange; and
- Built form requirements

5.3 Importantly, as the DPO4 exempts subsequent planning permit applications from advertising and third party appeal rights, this means that the Amendment process is the only opportunity for community members and other key stakeholders to make a submission in relation to the future plans for the subject sites.

6. IMPLEMENTATION

Finance / Resource Implications

6.1 The proponent will be responsible for covering the costs of the amendment process in accordance with the *Planning and Environment (Fees) Regulations 2016*.

Communication and Engagement

6.2 A Communications Strategy and Engagement Plan were prepared in relation to the exhibition of Amendment C104 and the draft Development Plan.

- 6.3 Each submitter has been kept informed of Council's resolutions and of any subsequent key stage of the Amendment process.
- 6.4 The consultation process associated with the 21 July and 1 September 2017 exhibition period was detailed in the 13 December 2016 Council report, involved the following consultation process:
- Notices in the Manningham Leader and Government Gazette;
 - Direct notification of property owners/occupiers with and to a distance of approximate 100 metres around the Doncaster Hill Activity Centre; Prescribed Ministers and key stakeholders, including Statutory Authorities;
 - Information about the Amendment, draft Development Plan, accompanying technical reports, Fact Sheet, interpretative page and 'Frequently Asked Questions' were made available at the municipal offices, local branch libraries and on the 'your say manningham' website at www.yoursaymanningham.vic.gov.au/Amendment-C104;
 - Two drop-in sessions, which were held at the municipal offices on Monday 1 August (2pm – 4pm) and Wednesday, 3 August 2016 (6pm – 8pm). A drop-in session was also held on Monday, 1 August (6pm – 8pm) at the municipal offices, specifically for Westfield Drive and Grosvenor Street residents. The session was attended by Council officers from various service units and representatives of Scentre Group's consultant team.
- 6.5 The variations to Amendment C104 and the draft Development Plan as exhibited between 26 October 2017 to 27 November 2017 involved the following consultation process:
- Notices in the Manningham Leader and Government Gazette;
 - Notices in the Manningham Leader and Government Gazette;
 - Direct notification of property owners/occupiers with and to a distance of approximate 100 metres around the Doncaster Hill Activity Centre; Prescribed Ministers and key stakeholders, including Statutory Authorities;
 - Information about the Amendment, draft Development Plan, accompanying technical reports, Fact Sheet, interpretative page and 'Frequently Asked Questions' were made available at the municipal offices, local branch libraries and on the 'your say manningham' website at www.yoursaymanningham.vic.gov.au/Amendment-C104;
 - Two drop-in sessions, which were held at the municipal offices at 5:30pm – 7:30pm, Monday, 13 November (specifically for Westfield Drive and Grosvenor Street residents) and Wednesday, 15 November as a general drop-in session. The session was attended by Council officers from various service units and representatives of Scentre Group's consultant team.
- 6.6 Prior to the completion of the exhibition period, it came to the attention of Council officers that some property owners / occupiers, in the area surrounding Westfield Doncaster, may not have been notified of the opportunity to provide their feedback on the proposed Amendment C104 to the Manningham Planning Scheme and the draft Development Plan. This predominantly related to properties that had been redeveloped since the original proposal was exhibited in July 2016.

- 6.7 The amendment and draft Development Plan were subsequently exhibited for a further period of one month between 7 December 2017 and 12 January 2018. In addition to the information displayed on the 'your say Manningham website', municipal offices and branch libraries, it also involved:
- One general community drop-in session was held at the Manningham municipal offices on Monday, 11 December 2017. The session was attended by Council officers from various service units and representatives of Scentre Group's consultant team.

Timelines

- 6.8 Section 19(4)(b) of the *Planning and Environment Act 1987* identifies that any planning scheme amendment needs to be on exhibition for a minimum period of 1 month. This requirement has been met with the current exhibition periods of Amendment C104 and the draft Development Plan, as follows:
- 26 October to 27 November 2017; and
 - 7 December 2017 to 12 January 2018.
- 6.9 The Panel and Advisory Committee Hearing dates had been tentatively pre-set, as follows:
- Directions Hearing – in the week commencing 26 March 2018
 - Panel Hearing / Advisory Committee – in the week commencing 30 April 2018
- 6.10 Due to pre-existing commitments of the Panel, the Hearing will need to be adjourned, most likely to later in the year. All submitters will be notified directly of the Directions and Hearing dates.
- 6.11 Scentre Group has also indicated that the progression of the Amendment and draft Development Plan continues and subsequent redevelopment of the complex, continues to be a high priority.

7. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

AMENDMENT C104 – SUMMARY OF SUBMISSIONS, FEBRUARY 2018

ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
1. TRAFFIC AND TRANSPORT		
1.1 Bus Interchange/Public transport		
Incorporate bus interchange below ground within car park Submission No. 47	Concerned that the relocation of the bus interchange closer to Williamsons Road will increase noise for the residents living on the west side of Williamsons Road. Suggests that the bus interchange be located underground within the Centre car park.	The new bus interchange will be located closer to Williamsons Road in order to improve visibility and provide improved access for commuters using the buses. The bus interchange is proposed to be level with Williamsons Road and under cover to provide weather protection for public transport users. The current width of Williamsons Road, at 6 lanes, will continue to separate the dwellings on the west side of the road from the bus interchange and the Centre. RECOMMENDATION: No action.
Bus interchange modifications Submission Nos. 53, 84	Concerned that improvements in the patronage of public transport will result in an increase in crime in the area. Request that Section 3.8 Development Guidelines relating to the bus interchange be amended to require the installation of surveillance cameras.	Section 3.8 Development Guidelines relating to the bus interchange include a range of guidelines that address matter relating to the functionality, amenity and accessibility for bus users / patrons. The bus interchange is proposed to be located central to, and integrated with the Centre with lighting to provide 'safe environment' for all users. Council officers support the suggestion that the guidelines be amended to require the installation of surveillance cameras. DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 1: Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include the requirement for the installation of surveillance cameras at key locations to manage the safety of bus patrons.
Dedicated bus lane only on Williamsons Road is a positive Submission No. 33 (withdrawn)	Ensure that the buses have priority and are able to access the main road as frequently as they can now, with sufficient bus phases.	Whilst this submission has been subsequently withdrawn, Council officers support the suggestion that adequate bus signal phases are provided to ensure the bus services operate efficiently. OTHER RECOMMENDED ACTION No.1: Council / Proponent to work with VicRoads and TFV to ensure that adequate bus signal phases are provided.

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<p>Dedicated bus lanes limit number of lanes for other traffic</p> <p>Submission No. 7</p>	<p>Dedicated bus lanes limit the number of lanes for other traffic on an already congested road.</p>	<p>The provision of dedicated bus lanes ensures that the bus services run efficiently and thereby encourages greater sustainable transport use in and around Doncaster Hill. Any increases in public transport use can result in a decrease in the volume of general traffic travelling through Doncaster Hill. The main objective of the <i>Doncaster Hill Mode Shift Plan (2014)</i> is to encourage a 30% mode share to sustainable transport modes prior to full build out of Doncaster Hill. In addition, the <i>Doncaster Hill Mode Shift Plan (2014)</i> has introduced a hierarchy of road uses in Doncaster Hill, with pedestrians and bus patrons given priority over private vehicle use.</p> <p>OTHER RECOMMENDED ACTION No 2:</p> <p>Council to continue to implement actions identified in the <i>Doncaster Hill Mode Shift Plan (2014)</i> to encourage a mode shift to sustainable transport modes.</p>
<p>Bus service 907 is disconnected from the bus interchange and Westfield</p> <p>Submission No. 33 (withdrawn)</p>	<p>The SmartBus service 907 travels along Doncaster Road to the city and does not enter the bus interchange. This requires passengers wishing to change services to either walk from the interchange to Doncaster Road or vice versa.</p>	<p>Whilst this submission has been subsequently withdrawn Council officers are supportive of improving connectivity between bus services and will separately advocate to Transport For Victoria (TFV), formerly Public Transport Victoria (PTV) and Transdev to continue to seek improved connectivity between bus services.</p> <p>OTHER RECOMMENDED ACTION No. 3:</p> <p>Council officers to continue advocating to Transport for Victoria (TFV) for improved connectivity between all bus services within Doncaster Hill.</p>
<p>Bus service for routes 902 and 903</p> <p>Submission No. 42, 42A (Transport For Victoria) Public Transport Victoria)</p>	<p>Transport for Victoria (TFV) has identified that results in the Integrated Transport and Access Plan (July 2016) predict a mixture of gains and losses in bus travel times between Future Base results and the Westfield Development Plan impacts. Whilst a number of the results appear to achieve a positive outcome, the bus travel times for routes 902 and 903 do not appear to be positive. TFV is satisfied that options to mitigate the delays can be explored as part of a planning permit application.</p>	<p>The proposed changes to the lane configuration on Williamsons Road at its intersection with Doncaster Road include the introduction of a third right turn lane. In order to accommodate this additional right turn lane, the southbound kerbside lanes are proposed to be converted into a combined left turn slip / straight through (southbound) lane, resulting in minor delays to vehicles and buses turning left from Williamsons Road (north) into Doncaster Road (east). The future delay to left turning bus movements is considered acceptable, given that the current delays to the peak and major traffic movements (north to west) are improved.</p> <p>It is noted that this is a matter that TFV is satisfied can be resolved as part of any future planning permit application.</p> <p>RECOMMENDATION: No action.</p>

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<p>Need for Doncaster Rail/public transport</p> <p>Submission Nos. 7, 17, 36, 42 (Transport For Victoria), 46</p>	<p>There is a need for Doncaster Rail.</p> <p>Doncaster rail station could be constructed and included with the bus interchange.</p> <p>The proposed development and surrounding road/traffic changes don't provide a contingency for the expansion of public transport to meet future needs of the community.</p> <p>Expansion should accommodate potential expansion of tram route 48 up Tram Road.</p> <p>TFV support the provision of a new enhanced and expanded bus interchange at Westfield Doncaster.</p>	<p>The traffic and transport outcomes proposed as part of the Westfield expansion have been assessed in the traffic model prepared by the Proponent for the Amendment and peer reviewed by both VicRoads and an independent traffic consultant. The traffic model and the traffic and transport assessment considered the impacts of the Westfield expansion following the full build out of Doncaster Hill, taking into account the current and future requirements TFV has for the bus interchange and bus services on the Hill.</p> <p>A recent report prepared by Infrastructure Victoria makes reference to the Doncaster Rail proposal and concludes that it was not a priority and that lower-cost transport solutions were available. On that basis the Proponent has not allowed for any future rail connection in the Development Plan.</p> <p>Council officers will continue to advocate to the State Government for the provision of rail to Doncaster Hill.</p> <p>OTHER RECOMMENDED ACTION No. 4:</p> <p>Council officers to continue advocating to the State Government for the provision of rail to Doncaster Hill.</p>
<p>Amenity for bus patrons</p> <p>Submission No. 74</p>	<p>Support the bus interchange being sheltered.</p> <p>Request the heating of the bus interchange, similar to that provided as part of the recently redeveloped bus interchange at the Chadstone Shopping Centre.</p> <p>Support the upgrade of the bus interchange, particularly improvements to information on bus routes.</p>	<p>The amenity of the bus interchange is considered to be a high priority in encouraging and promoting increased sustainable transport use. Development criteria for the bus interchange in Section 3.8 of the draft Development Plan should be amended to provide energy efficient heating for passenger comfort.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 2:</p> <p>Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of energy efficient heating for passenger comfort.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 3</p> <p>Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of information on bus routes.</p>

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<p>Provision of a loop as part of the bus interchange</p> <p><u>July to September 2016 exhibition</u></p> <p>Submission Nos. 42, 42A (Public Transport Victoria)</p> <p><u>October 2017 to January 2018 exhibition</u></p> <p>Submission No. 42B</p> <p>Transport For Victoria (formerly Public Transport Victoria)</p>	<p>July to September 2016 exhibition submissions:</p> <p>TFV has acknowledged that whilst a number of specific details relating to the bus interchange will be addressed as part of a future planning permit application, the interchange design should be modified to ensure that buses can loop within the interchange. TFV acknowledged that the provision of a loop was not discussed as part of earlier consultation with it on the project, but consider that it is an important design and functional outcome.</p> <p>October 2017 to January 2018 exhibition submissions:</p> <p>Transport for Victoria (formerly Public Transport Victoria) supports the modifications to the bus interchange which incorporate the provision of a loop as part of the bus interchange. TFV have requested for the provision of a swept path analysis to demonstrate that the loop will work within the proposed design.</p>	<p>As the Statutory Authority that manages Victoria’s bus services, it is the responsibility of TFV to provide guidance in relation to the design and function of the bus interchange and infrastructure requirements beyond the Centre to support service delivery.</p> <p>TFV are supportive of the modifications to the bus interchange to incorporate a loop as part of the bus interchange. TFV have requested the provision of a swept path analysis to demonstrate how this will occur within the proposed design. This level of detail can be provided at the planning permit stage.</p> <p>Officers reinforce previous recommendations that any redesign of the exhibited layout to provide for a swell to allow a ‘loop’ for buses must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm/entry forecourt area. It is also noted that TFV is satisfied that matters relating to the operation of services within the surrounding road network can be addressed as part of future planning permit applications.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 4:</p> <p>Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.</p>
<p>Priority treatment for southbound buses on Williamsons Road</p> <p><u>July to September 2016 exhibition</u></p> <p>Submission Nos. 41 (VicRoads) 42, 42A (Public Transport Victoria)</p>	<p>July to September 2016 exhibition submissions:</p> <p>TFV has advocated for the inclusion of a bus priority treatment for southbound buses on Williamsons Road, at the proposed signalised intersection with the proposed Northern Access Road.</p> <p>VicRoads has expressed its support also for the feasibility of providing such an inclusion and</p>	<p>Council officers support further investigation into the feasibility of bus priority treatments along Williamsons Road, as this is in keeping with Council’s <i>Doncaster Hill Mode Shift Plan (2014)</i> objectives of advocating for improved bus services through Doncaster Hill.</p> <p>OTHER RECOMMENDATION No. 5:</p> <p>At the planning permit stage, the Proponent to provide functional layout plans, detailing the signalised intersection, including the provision of a southbound bus jump lane.</p>

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<p>October 2017 to January 2018 exhibition</p> <p>Submission No. 42B</p> <p>Transport for Victoria (formerly Public Transport Victoria)</p>	<p>acknowledged that this should be explored prior to finalising the Integrated Transport Plan.</p> <p>October 2017 to January 2018 exhibition submissions:</p> <p>Transport for Victoria (formerly Public Transport Victoria) supports the commitment for a bus jump lane to be provided southbound on Williamsons Road and requests ongoing engagement with the Proponent and other key stakeholders during the planning permit process to identify further opportunities to minimize delays in the provision of bus services.</p>	
<p>1.2 Accessibility – Pedestrian / Cycling / Disabled</p>		
<p>Pedestrian crossing concerns along Williamsons Road</p> <p>Submission Nos. 21, 49, 50</p>	<p>Signal phase times for pedestrians crossing at the signals along Williamsons Road are not adequate, given the older demographic of the area, in particular residents from Sovereign Point Court. It is requested that the phase times be increased to facilitate improved pedestrian crossing times.</p>	<p>In June 2016, Council officers submitted a request to VicRoads to assess the suitability of the current pedestrian phase on all signals located along Williamsons Road, in light of the increased pedestrian usage from existing and proposed developments. VicRoads has advised that the pedestrian signal phasing at the intersection of Williamsons Road / Doncaster Road / Tram Road will be modified to increase the pedestrian green time.</p> <p>RECOMMENDATION: No action.</p>
<p>Pedestrian crossing at intersection of Frederick Street and Doncaster Road</p> <p>Submission Nos. 1, 29, 37</p>	<p>Concern regarding gradient of footpath at the Doncaster Road and Frederick Street intersection making wheelchair access across Doncaster Road to the Centre challenging.</p> <p>Querying whether a flyover over Doncaster Road is being proposed.</p> <p>Request to retain the pedestrian crossing at the intersection of Frederick Street and Doncaster Road, as part of the Frederick Street signal changes.</p>	<p>Section 3.6 Integrated Transport Plan under Pedestrian Access of the draft Development Plan identifies that as part of the traffic mitigating measures proposed to alleviate traffic congestion, the existing signals at the intersection of Doncaster Road and Frederick Street are proposed to be removed and a new pedestrian crossing will be installed west of Frederick Street on Doncaster Road.</p> <p>The installation of the proposed pedestrian operated signals will require the installation of new pram ramp crossings and ancillary footpath works. The new pram crossing across Doncaster Road will be required to be installed in accordance with Disability Discrimination Act (DDA) requirements.</p> <p>No flyover over Doncaster Road is being proposed as part of the Westfield Doncaster proposal.</p> <p>RECOMMENDATION: No action.</p>

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<p>Pedestrian accessibility to the Centre</p> <p>Submission Nos. 5, 36, 43, 52</p>	<p>Concerned about the limited pedestrian access points into and within the centre.</p> <p>Concerned about the provision of safe pedestrian access in and out of Westfield Drive, in particular for people with limited mobility.</p> <p>Current pedestrian arrangement requires pedestrians to be funnelled into the north of the centre from the east, involving a backtrack to the supermarkets located at the southern part of the centre. This is particularly challenging for the older population.</p>	<p>A key objective of Council’s adopted <i>Doncaster Hill Mode Shift Plan (2014)</i> is to ensure that pedestrian accessibility to key attractors and generators, such as activity centres including Westfield Doncaster, is safe and convenient.</p> <p>Section 3.6 Integrated Transport Plan of the draft Development Plan identifies the key components proposed to improve pedestrian access to the centre and should be modified to include reference to the provision of wayfinding signage as part improving accessibility into and within the Centre.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 5</p> <p>Amend Section 3.6 Integrated Transport Plan of the draft Development Plan to ensure that wayfinding signage is included as part of providing accessibility into and within the Centre.</p>
<p>Provision of pedestrian access from the bus interchange to the residential area east of Westfield</p> <p>Submission Nos. 36, 43</p>	<p>Concerned about safety when walking in the dark, particularly out of Centre opening times and request improved access from the bus interchange to the residential area to the east. Currently, bus patrons need to walk around the perimeter of the Centre or through the car parking areas to access the residential area to the east.</p> <p>Pedestrian accessibility to the east of the centre must be addressed if the function of the bus interchange is to be expanded.</p>	<p>The Amendment seeks to facilitate new pedestrian connections to the centre and this will be further addressed in future planning permit applications. Figure 54 of the draft Development Plan identifies the existing and possible future pedestrian connections to the site and to the new buildings. Scentre Group have advised that for security reasons, it is not possible to have the malls open outside of normal trading hours to facilitate direct access across the site, also noting that there are bus stops further east of the centre, along Doncaster Road and George Street, which may provide more direct connections to the residential area to the east for some submitters.</p> <p>Council will be upgrading street lighting within the municipality, including in and around Doncaster Hill, as part of Council’s LED Street Lighting Upgrade project.</p> <p>OTHER RECOMMENDATION No. 6</p> <p>Council officers to work with Westfield to improve natural surveillance in and around the Centre.</p> <p>Council officers to investigate pedestrian access from the bus interchange to the residential areas to the east as part of the Doncaster Hill <i>Behaviour Change Plan (2015)</i>.</p>

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<p>Provision of bicycle parking</p> <p>Submission Nos. 36, 46 42, 42A (Public Transport Victoria),</p>	<p>The development should provide a generous amount of bicycle parking, particularly for employees, local youth, and commuters from Box Hill Train Station.</p> <p>TFV has requested the provision of a second location for 'Formalised End of Trip Facilities' on the site to accommodate future growth in demand for cycling to the centre. This could form part of a Green Travel Plan.</p>	<p>Council's adopted <i>Doncaster Hill Mode Shift (2014)</i> outlines a framework to encourage a shift to sustainable transport modes, including cycling, within Doncaster Hill (Goal 1 Walking / Cycling).</p> <p>Council officers had previously informed the Proponent that the provision of adequate bicycle storage and amenities is paramount in the implementation of the Development Plan.</p> <p>The draft Development Plan identifies possible end-of-trip facilities in Figure 55 adjacent to the bus interchange and the permit applications will consider further details such as security and maintenance.</p> <p>Clause 52.34 of the Manningham Planning Scheme sets out the recommended bicycle parking requirements and these will be further considered as part of future planning permit applications.</p> <p>RECOMMENDATION: No action.</p>
<p>Connectivity between Westfield and MC Square</p> <p>Submission No. 46</p>	<p>There is a need for improved pedestrian connectivity between Westfield Doncaster and the Civic precinct.</p>	<p>The provision of adequate signage within the Centre directing pedestrians to exit points and pedestrian / cycling links surrounding the Centre is imperative to encouraging increased walking and cycling to the Centre.</p> <p>A key objective of Council's adopted <i>Doncaster Hill Mode Shift Plan (2014)</i> is to ensure that pedestrian accessibility to key attractors and generators, such as activity centres including Westfield Doncaster, is safe and convenient.</p> <p>RECOMMENDATION: No action.</p>
<p>Pedestrian entrance into Centre from Westfield Drive</p> <p>Submission No's. 16A, 38A, 80, 80A</p>	<p>This access point into the Centre should only be for local area residents only and should discourage vehicle drop off.</p> <p>Concerned about the safety and privacy of the property located directly adjacent and opposite to the entry point into the Centre.</p> <p>The area surrounding the pedestrian entry into the centre from Westfield Drive should not be a meeting</p>	<p>A more formalised pedestrian entry into the Centre from Westfield Drive is being proposed as part of the revisions to the draft Development Plan.</p> <p>The draft Development Plan at Section 3.8 Development Guidelines under '<i>Westfield Drive – Articulated Zone</i>' includes guidelines which will inform the design and function of the pedestrian entry into the Centre.</p> <p>Officers support the provision of a pedestrian access point from Westfield Drive to the Center to allow improved pedestrian access for residents living in the residential areas</p>

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	point / attract congregation. It should also be void of seats, bins and access should not permit shopping trolleys to be taken out of the centre.	to the north. The protection of resident amenity is a key objective and provision and location of appropriate amenities in proximity of the pedestrian entry would be a consideration at the planning permit stage. RECOMMENDATION: No action.
1.3 Carparking / Traffic movements in and around the Centre		
Improved vehicle access into the centre Submission Nos. 5, 27, 74A	Vehicles queue to enter the Centre and overflow onto the surrounding road network.. Support new vehicular access arrangements via the proposed Northern Access Road. Request the provision of improved conditions for taxi access, courier zone and suitable drop off / pick up locations.	Site observations indicate that the recent removal of the entry boom gates and the implementation of a License Plate Recognition system, has significantly reduced queuing at the entry points to the car parks and onto the arterial road network. The proposed connectivity of the various car parks proposed as part of the draft Development Plan will improve circulation and is likely to reduce overflow queuing onto the arterial road network. The existing centre includes a number of disconnected car parking areas which restrict vehicles from freely passing from one on-site car park to another. The draft Development Plan proposes a number of inter-connected car parking areas to improve vehicle circulation within the site thereby reducing overflow queuing onto the road network. The location of taxi ranks, courier zone, drop off / pick up areas, will be determined at the planning permit stage. RECOMMENDATION: No action.
Disjointed layout of carparking Submission No. 2	Disjointed layout of carparking	It is acknowledged that the current layout of the car parks within the Centre does not provide adequate connectivity and requires motorists to exit via the road network to access the various car parks. The draft Development Plan proposes to improve car park connectivity between the Centre car parks, which will assist in reducing congestion and improving traffic flow. RECOMMENDATION: No action.
Traffic around the shopping centre is at capacity	Expansion will impact on traffic volumes in the vicinity of the Centre.	The amendment and draft Development Plan is based on the culmination of two year’s work in collaboration with VicRoads, TFV and Council.

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<p>Submission Nos. 7, 15, 18, 32, 35, 40 (Bunnings), 74, 76,</p>	<p>Appropriate provision of transport infrastructure is important.</p> <p>The roads around the shopping centre are already at capacity with the new Doncaster Hill developments occurring. Not enough planning has been given to infrastructure.</p>	<p>VicRoads has had significant involvement in the preparation of both the Amendment and draft Development Plan, particularly in relation to the identification of potential traffic impacts and road improvement works to offset those impacts.</p> <p>Traffic modelling undertaken indicates that the proposed mitigating measures will assist in alleviating the impact of the additional traffic expected as a result of the expanded Centre.</p> <p>All proposed works are to be delivered by the Proponent in liaison with Council and VicRoads.</p> <p>As part of conditions and requirements for future permits as per the proposed Schedule 4 to the Development Plan Overlay (DPO4), the Proponent will be required to provide as appropriate, to the satisfaction of Council, a Traffic and Car Parking Management Plan. An Integrated Transport and Access Plan has also been submitted with the draft Development Plan.</p> <p>It is noted that the mitigating measures proposed by the Proponent are aimed at addressing the traffic impacts resulting from the Centre expansion only, and not from the additional traffic anticipated by the full build out of the Doncaster Hill developments.</p> <p>RECOMMENDATION: No action.</p>
<p>Additional car parking is required</p> <p>Submission Nos. 5, 10, 17, 27, 63, 69, 87</p>	<p>Additional car parking (exceeding that proposed) is required at the centre. Consider that the new rate will only have a minimal impact on provision of car parking.</p> <p>Impossible to find a parking space during the week and weekend.</p> <p>Increase in floor space must be supported with additional carparking.</p>	<p>The proposed car parking strategy is presented in Section 7 of the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2017)</i>. The draft Development Plan seeks to increase the existing retail parking rate (pre Stage 1 car park) of 3.87 spaces per 100sq.m to 4.17 spaces per 100sq.m, an increase of approximately 2,237 spaces.</p> <p>Scentre Group has advised that the proposed car parking provision is consistent with projected car parking demands for the expanded Centre. These new car parking requirements are proposed to be introduced as a site-specific control through the Parking Overlay (Schedule 1) which adopts a whole-of-centre approach to the provision of parking at the site.</p> <p>This new rate will be identified as part of the proposed changes to Schedule 1 to the Doncaster Hill Parking Overlay (PO1) that seeks to introduce the requirements for a</p>

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		<p>parking rate for retail (shop) at 4.17 spaces per 100sqm as a whole of centre assessment. This will result in an increase of carparking from the current rate of 3.87 spaces (pre Stage 1 car park). The proposed changes to PO1 will also introduce a rate of 3.5 spaces per 100sqm for office (sub-precinct 4A).</p> <p>It is further noted that, under <i>Section 3.0 Application requirements and decision guidelines for permit applications</i>, the PO1 specifies that before deciding on an application, the Responsible Authority (Council) must consider, amongst other matters:</p> <ul style="list-style-type: none"> • <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 ensures that the required car parking rate will be provided in a timely manner.</i> <p>Currently the peak parking demand for the whole of centre car parking on a Saturday is 88% occupancy. The current difficulties associated with finding a car parking space can be attributed to the lack of connectivity between car parks. The proposed development will improve circulation between all car parking areas and therefore improve the opportunity to find car parking.</p> <p>RECOMMENDATION: No action.</p>
<p>Car parking surrounding the Centre</p> <p>Submission Nos. 66, 69</p>	<p>Concern that the update of the Centre will increase on-street carparking demand.</p> <p>Increased on-street parking will impact on ability of emergency vehicle access.</p>	<p>Scentre Group has advised that the proposed car parking provision is consistent with projected car parking demands for the expanded Centre. The proposed car parking strategy is presented in Section 7 of the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2017)</i>. The draft Development Plan seeks to increase the existing retail parking rate (pre Stage 1 car park) of 3.87 spaces per 100sq.m to 4.17 spaces per 100sq.m, an increase of approximately 2,237 spaces.</p> <p>These new car parking requirements are proposed to be introduced as a site-specific control through the Parking Overlay (Schedule 1) which adopts a whole-of-centre approach to the provision of parking for retail uses.</p> <p>Overflow carparking to the local residential network is unlikely to occur by customers to the centre. Parking restrictions are currently in place to deter staff from parking in</p>

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		<p>the local streets. The parking arrangements in the surrounding local road network can be reviewed by Council, if and when, there is a requirement.</p> <p>OTHER RECOMMENDED ACTION No. 7</p> <p>Council officers will continue to monitor the parking occupancy within the local road network.</p>
<p>Car parking at the Centre will be improved.</p> <p>Submission No. 8</p>	<p>The future plans will improve carparking at the Centre.</p>	<p>Comment noted.</p> <p>RECOMMENDATION: No action.</p>
<p>Disabled car parking</p> <p>Submission Nos. 17, 46</p>	<p>Concerned that it is proposed to provide only the minimum numbers of disability car parking spaces within the centre. There is an opportunity to lead in this area and encourage people with disabilities / mobility issues to visit the precinct.</p>	<p>The car parking rate for the new development will increase to a parking rate for retail (shop) at 4.17 spaces per 100sqm as a whole of centre assessment at each nominated stage of the development. This is inclusive of disability parking spaces.</p> <p>The expanded centre will need to comply with the requirements of the <i>Disability Discrimination Act</i> and the <i>Building Code</i> in relation to the provision of disabled access and car parking. This is a matter for future planning permit applications and the preparation of detailed plans. There is a requirement under the Australian Standards to provide a minimum number of disabled parking spaces in car parks. Council can only require the Proponent to provide the minimum number of disabled parking spaces, as recommended in the Australian Standards. Any additional parking spaces are provided at the Proponents' discretion. This is a matter to be addressed at the planning permit application stage.</p> <p>RECOMMENDATION: No action.</p>
<p>Traffic congestion at the Tower Street entrance</p> <p>Submission Nos. 27, 44</p>	<p>Concerns are raised regarding the traffic congestion at the Tower Street entrance to the Centre and the queuing and delays that can occur along Doncaster Road.</p> <p>Vehicles waiting to enter the Centre at Tower Street, can overflow onto Doncaster Road.</p>	<p>Delays have occurred at this entrance, with vehicles entering the Tower Street access queuing back onto Doncaster Road. This was generally as a result of the location of the entrance boom gates. The entry boom gates into the Centre have recently been removed and replaced with a license recognition system. This has resulted in less overflow queuing from the Tower Street entrance onto Doncaster Road.</p> <p>In relation to right turning vehicles from Tower Street onto Doncaster Road, the delays generally occur as a result of the proximity of the Frederick Street signals to</p>

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	<p>In addition, right turning vehicles exiting Tower Street can cause delays on Doncaster Road by blocking the intersection for vehicles accessing Tower Street.</p> <p>Suggest removing vehicle access from Doncaster Road and relocate all traffic movements to Williamsons Road access points.</p>	<p>Tower Street. Vehicles exiting Tower Street can get delayed by the red phase at Frederick Street, with the queues extending back though the Tower Street / Doncaster Road intersection.</p> <p>Traffic modelling undertaken by the Proponent, and endorsed by VicRoads, indicates that the proposed conversion of the Frederick Street / Doncaster Road intersection signals to pedestrian operated signals only, will improve the operation of traffic flow along Doncaster Road between Council Street and Williamsons Road and reduce the likelihood of queuing through the Tower Street / Doncaster Road intersection.</p> <p>The closure of the Westfield Doncaster Road vehicle access is not supported on the basis that Westfield has arterial road frontages on both Williamsons and Doncaster Roads, which are designed to carry large volumes of traffic. It is considered appropriate to distribute Westfield traffic to both arterial road access points.</p> <p>RECOMMENDATION: No action.</p>
<p>Provision of a U-turn to allow access to the west side of Tram Road.</p> <p>Submission No. 52</p>	<p>Request provision of a U-turn to allow access to the apartments on the west side of Tram Road.</p>	<p>Council officers are in the process of designing a new signalised intersection at the Tram Road / Merlin Street intersection which aims to incorporate a “U” turn facility. The signalised intersection is a key transport outcome of the <i>Doncaster Hill Developer Contributions Plan 2005</i>.</p> <p>OTHER RECOMMENDED ACTION No. 8</p> <p>Investigate provision of a U-turn to allow access to the west side of Tram Road as part of the review of the <i>Doncaster Hill Developer Contributions Plan 2005</i>.</p>
<p>Traffic modelling</p> <p>Submission Nos. 40, 40A, 50A,(Bunnings), 79</p>	<p>Querying the traffic modelling undertaken as part of the preparation of the Westfield draft Development Plan.</p>	<p>It is noted that the traffic modelling undertaken by the Proponent has been endorsed by VicRoads and has also been independently peer reviewed.</p> <p>RECOMMENDATION: No action.</p>

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1.4 Westfield Drive		
<p>It is attractive to divert Westfield Drive via the new Westfield access</p> <p>Submission No. 36</p>	<p>It is attractive to divert Westfield Drive via the new Westfield internal northern access road to have the benefit of signals to access Williamsons Road.</p>	<p>Changes to the access for Westfield Drive residents will be legally provided for via an agreement under section 173 of the <i>Planning and Environment Act 1987</i> over the Westfield access way. This will ensure that Westfield Drive residents will maintain legal access over the Westfield Doncaster site.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 6</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>Maintaining access rights over the Westfield Doncaster land</p> <p>Submission Nos 36, 52</p>	<p>Concerned that a fee will be incurred to access Westfield Drive and the surrounding local road network via the northern access road.</p>	<p>Changes to the access for Westfield Drive residents will be legally provided for via an agreement under section 173 of the <i>Planning and Environment Act 1987</i> over the Westfield access way. This will ensure that Westfield Drive residents will maintain legal access over the Westfield Doncaster site.</p> <p>Access only via the northern access road to the local road network will not incur fees.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No 6</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>Retain current access arrangements to Westfield Drive</p> <p>July to September 2016 exhibition</p> <p>Submission Nos. 2, 12, 16, 19, 20, 23, 28, 52</p> <p>October 2017 to January 2018 exhibition</p>	<p>July to September 2016 exhibition submissions:</p> <p>Object to proposed changes to Westfield Drive access as it will detrimentally impact residents, as follows:</p> <ul style="list-style-type: none"> • exacerbate existing traffic and on-street parking issues, including the ability for residents to access their driveways, as well as accessing/exiting Westfield Drive; • exacerbate non-resident carparking issues; and 	<p>The proposed closure of the western end of Westfield Drive to through traffic will result in converting the western end into a cul-de-sac. At least 3 metres of clear carriageway must be provided at any time to ensure that emergency vehicle access is maintained. This requirement is met along Westfield Drive when cars are parked along both sides of the street.</p> <p>Site observations undertaken of the on street car parking indicates that the north side of the street is generally occupied by residents (parking permits displayed) while the south side adjacent to the Westfield site is generally occupied by long term parkers associated with Westfield. Whilst the concerns relating to on street parking are outside the scope of this amendment, Council officers will continue to monitor the parking occupancy within the local road network.</p>

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Submission No.'s 2A, 4A	<ul style="list-style-type: none"> result in Westfield Drive effectively being a one-way street. <p>Request Council to review current parking restrictions.</p> <p>October 2017 to January 2018 exhibition submissions:</p> <p>Proposed amendments to the access arrangements are an improvement to the previously exhibited proposal.</p> <p>Object to the closure and diversion of Westfield Drive via the northern access road located on Westfield Doncaster land and will result in extra traffic, particularly in Westfield Drive and result in traffic queues.</p>	<p>The modifications to the Westfield Drive access arrangements as exhibited in October 2017 to January 2018, discourage any through movements in Westfield Drive, as the egress arrangements to Williamsons Road provide no benefit to shoppers to the Centre given that there is no access to the onsite car parking. The design of Westfield Drive ingress and egress arrangements provide direct access to Westfield Drive and maintains the existing access to the surrounding local road network.</p> <p>OTHER RECOMMENDED ACTION No. 7</p> <p>Council officers will continue to monitor the parking occupancy within the local road network.</p>
<p>Entry/exit point at the Westfield Drive and Centre's proposed internal Northern Access Road</p> <p>July to September 2016 exhibition</p> <p>Submission Nos. 16, 20, 23, 28, 38, 52</p> <p>October 2017 to January 2018 exhibition</p> <p>Submission Nos. 54, 73, 77, 81</p>	<p>July to September 2016 exhibition</p> <p>Querying the rationale for the location of the entry/exit point at Westfield Drive and the Centre's northern access road, and whether it can be relocated elsewhere.</p> <p>Concerned about the detrimental impacts to residents directly adjacent to the entry/exit point, noting that there is insufficient information regarding:</p> <ul style="list-style-type: none"> the design of the road at that location, including grade of intersection connection; provision of on-street carparking in front of properties affected by the entry/exit point; whether the entry/exit point will be signalised; how households will access their driveways; how sightlines for the safety of drivers and residents will be managed, and whether the intersection will be managed by signals; 	<p>Officers support the modifications to the Westfield Drive access arrangements as exhibited in October 2017 to January 2018 which include:</p> <ul style="list-style-type: none"> Ingress (entry) into Westfield Drive via a new service road entrance from the proposed internal Northern Access Road immediately east of Williamsons Road; and Egress (exit) via an exclusive exit ramp from Westfield Drive via the Northern Access Road to the Williamsons Road proposed signals. <p>These changes have taken into consideration previously submitted concerns regarding 'rat running' though the local network and impacts on amenity, with vehicle headlights from vehicles directed into private properties at the previously identified vehicle ingress and egress points. Final detailed design of the intersection will be resolved at the planning permit application stage.</p> <p>The number of vehicles traveling along Westfield Drive past the residential property opposite the new egress point is unlikely to increase from the current vehicle volumes along the street, given that the new egress arrangements do not provide access to the car parking associated with the development. Given the reduced number of conflict</p>

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	<ul style="list-style-type: none"> • what safety measures will be in place to ensure that vehicles exit in a slow and safe manner; and • how inadequate drainage will be addressed. <p>Other resident concerns at this location, include:</p> <ul style="list-style-type: none"> • potential increase in Centre generated traffic utilising the entry/exit point; • Westfield Drive and the surrounding local road network not wide enough to cope with increased traffic volumes; • not being able to have the benefit of an acoustic wall or landscaping treatment; • being subjected to the full release of noise and pollution; • headlights from traffic exiting at this location; • bad feng shui caused by living at the end of a T-junction; and • what formal processes will be put in place to allow residents impacted during and post construction works to raise concerns / be compensated for detrimental impacts. <p>October 2017 to January 2018 submissions:</p> <p>Changes to the vehicular access arrangements to provide access from Westfield Drive to the Northern Access Road will more detrimentally impact the residents at 15 Westfield Drive, particularly relating to:</p> <ul style="list-style-type: none"> • excessive noise and pollution; • heightened potential for accidents; and • impacts on feng shui. 	<p>points along the street as a result of the closure of the western end of Westfield Drive, it is considered that the likelihood of crashes will not increase.</p> <p>RECOMMENDATION: No action.</p>

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	Concerned about overlooking into residential properties from windows and viewing areas along the northern interface.	
Williamsons Road traffic signals Submission No. 25	Concerned with the location of the new signalised northern access road.	The signalised intersection along Williamsons Road has been located in the proposed location, in order to ensure adequate distance between each set of signals and maintain traffic flow along the arterial road network. RECOMMENDATION: No action.
Increase in time taken to get into and out of Westfield Drive Submission No. 28, 52, 81	Querying what impact the proposed changes to Westfield Drive will have on the time taken to get into and out of Westfield Drive, particularly during peak periods.	It is considered that the proposed access arrangements for Westfield Drive residents will have a negligible (if any) impact on travel times. The resultant safety improvements gained by rerouting motorists to a signalised intersection at Williamsons Road will outweigh any minor increases in travel times that may be experienced. RECOMMENDATION: No action.
Alternative solutions to the proposed configuration of Westfield Drive Submission Nos. 16, 20, 23, 28, 52	Alternative suggested solutions: <ul style="list-style-type: none"> • Signalization of the entry/exit point to Westfield Drive and its intersection with the northern access road. • Goodson Street is a more suitable option to use as an access point to the Centre, based on its width. • If Westfield Drive is to be closed, the closure should be extended all the way through to Grosvenor Street. • Continue Saxon Street to join Westfield Drive to create an alternative route in and out of Westfield Drive via George Street. 	It is considered that the proposed Northern Access Road and subsequent closure of Westfield Drive at the western end to through traffic will not result in a significant increase in through traffic along the local road network. The proposed Northern Access Road does not require Westfield customers to travel along the local road network to access the Centre. The suggestion of utilising Goodson Street as a main access point will require Centre customers to travel through the local road network, via Council Street to access the Centre, as opposed to via a separate access road. RECOMMENDATION: No action.
Security management of Westfield Drive	Concern that closing off of the entrance at the top of Westfield Drive and having an acoustic wall will result	The draft Development Plan Overlay – Schedule 4 (DPO4) at Section 2.0 Conditions and requirements for permits, states that:

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Submission Nos. 38, 38A, 52, 65	in a higher risk of anti-social and criminal behaviour in the street.	<p><i>'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: (amongst other reports)</i></p> <ul style="list-style-type: none"> <i>An Acoustic Report, detailing the proposed noise mitigation measures for the development.'</i> <p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p> <p>OTHER RECOMMENDATION No. 9</p> <p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p>
<p>Declaration of the proposed northern access road as a public highway</p> <p>Submission No. 41 (VicRoads)</p>	VicRoads have recommended that consideration should be given to declaring a large section of the proposed northern access road as a public highway as it will provide replacement access to Williamsons Road for residents of Westfield Drive.	<p>Changes to the access for Westfield Drive residents will be legally provided for via a section 173 agreement over the Westfield access way. This ensures that Westfield Drive residents will have legal access over the Westfield land into the future.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 6</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>

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Issue	Submission	Officer Response and Recommendation
<p>Impact of development / uses resulting from acquisition of 20-34 Westfield Drive, Doncaster</p> <p>Submission Nos. 2, 4A, 16A, 20, 38A, 52, 54,76, 77, 80, 80A, 81, 86</p>	<p>Concerned that the built form setback from the northern boundary of the site to the residential properties is insufficient. Request for scaling back of the height along the northern interface of the centre.</p> <p>The proposed development and uses such as car parking, dining and retail at the northern interface will result in a loss of amenity for adjacent residential properties. Request for uses such as carparking and dining to be relocated to less sensitive interface locations within the Centre.</p> <p>Concerned about the following detrimental impacts to residents in the adjoining property at 36-40 Westfield Drive, Doncaster, including:</p> <ul style="list-style-type: none"> • Overshadowing due to height of development; • visual impact of the development on the existing adjoining built form; • Health implications to residents resulting from noise and exhaust fumes from car parks being located in close proximity; • Proposed 1.8m acoustic wall will block direct sunlight; • Decreased in property value; and • Increased volume of people and traffic to the area. 	<p>In response to the acquisition of 20-34 Westfield Drive, a number of changes have been incorporated into Amendment C104 and draft Development Plan. In particular Section 3.8 Development Criteria has been updated to incorporate new guidelines under ‘Westfield Drive – Articulated Façade Zone’ to specifically address interface treatments at all levels, within the Westfield Drive streetscape environment. These guidelines address a range of matters, including materials and architectural treatments, acoustic and landscape requirements.</p> <p>The guidelines also make reference for compliance with a range of Manningham Planning Scheme requirements at Clause 55 relating to daylight to existing windows, overshadowing of private open space and overlooking where the site adjoins 36-40 Westfield Drive.</p> <p>The proposed setback from the northern boundary will be a minimum of 6 metres at RL 104 stepping up to 15 metres at RL127. These setbacks will be greater on account of the adjacent road reserve and footpath adding an additional buffer between the proposed development and neighbouring residential properties.</p> <p>Officer’s also reinforce the recommendation as part of considering the modifications that subject to the approval and adoption of the draft Development Plan by Council, the need to review the current height and other requirements, as set out in Schedule 1 to the Activity Centre Zone (ACZ1 for Sub-precinct 4D, as it applies to 36-40 Westfield Drive, Doncaster).</p> <p>Planning precedent has long established that impact of property values is not a valid planning consideration.</p> <p>OTHER RECOMMENDED ACTION No 10:</p> <p>Subject to the approval of Amendment C104 to the Manningham Planning Scheme and the adoption of the Westfield Doncaster Development Plan by Council, investigate the need to review the current height and other requirements, as set out in Schedule 1 to the Activity Centre Zone (ACZ1 for Sub-precinct 4D, as it applies to 36-40 Westfield Drive, Doncaster.</p>

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<p>1.5 Bordeaux Street/ Williamsons Road</p> <p>“U” turn access to St Gregory The Great Primary School</p> <p>July to September 2016 exhibition:</p> <p>Submissions Nos. 25A, 30, 35, 48</p> <p>October 2017 to January 2018 exhibition:</p> <p>Submissions Nos: 64, 77, 79, 84</p>	<p>July to September 2016 exhibition submissions:</p> <p>Currently there is a huge bottleneck of traffic during the morning and afternoon school peak periods associated with undertaking a “U” turn manoeuvre from the Williamsons Road southbound carriageway into the service road on the west side of Williamsons Road, to access St Gregory the Great Primary School.</p> <p>The proposed signalised intersection at the new Centre access on Williamsons Road will reduce the opportunities and gaps for parents undertaking a “U-turn” from the southbound carriageway on Williamsons Road to the service road on the west side of the road.</p> <p>Suggest that the proposed “U” turn facility be removed and the “U” turn movements be provided further south at the signalised intersection of the main Westfield access road.</p> <p>October 2017 to January 2018 exhibition submissions:</p> <p>Changes to the originally exhibited plans to allow a U-turn at the signalised intersection is an improvement as it will provide for a safer traffic manoeuvre in accessing both the Williamsons Road (northbound) service road and St Gregory The Great Primary School.</p> <p>The proposal which allows a U-turn at the signalised intersection will:</p>	<p>As part of the modifications to the draft Development Plan, the Proponent has amended Section 3.6 Integrated Transport Plan of the draft Development Plan to include the provision of a “U” turn facility at the Westfield Northern Access Road / Williamsons Road proposed intersection.</p> <p>OTHER RECOMMENDED ACTION No. 11</p> <p>At the planning permit stage, the Proponent to work with VicRoads and Council to ensure that adequate green time is provided for the “U” turn facility, in particular during the school peak drop off and pick up periods.</p>

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	<ul style="list-style-type: none"> • result in delays at prime times each morning in accessing St Gregory The Great Primary School; and • cause significant operational and safety issues at this intersection for St Gregory the Great school parents. 	
<p>Access to St Gregory the Great via Bordeaux Street</p> <p>Submission Nos. 25A, 30, 48, 64, 79</p>	<p>Many parents/guardians access St Gregory The Great Primary School from the west by driving along Bordeaux Street and turning left into the Williamsons Road service road. The proposed changes to the intersection will require motorists to enter the main Williamsons Road to enter the service road. Entering the school will become more difficult putting children and parents at risk.</p>	<p>Motorists wishing to travel to the school from Bordeaux Street will be required to enter the main carriageway and undertake a left turn into the Williamsons Road service road. The traffic modelling undertaken indicates that during the afternoon school peak period no more than 18 vehicles were observed undertaking a left turn from Bordeaux Street. Given the relatively low number of motorists currently undertaking this movement, the proposed changes to the intersection configuration and access from Bordeaux Street to the Williamsons Road service road are likely to cause minimal impact to the intersection operation.</p> <p>It is also noted that the current arrangements do not provide appropriate sight lines to oncoming traffic entering the service road from Williamsons Road as left turning motorists are required to look over their shoulder to observe vehicles. This is not considered best practice from a road safety perspective. The proposed changes to the intersection to standardise the intersection and improve sight lines for motorists to Williamsons Road traffic.</p> <p>RECOMMENDATION: No action.</p>
<p>(issue consolidated above with</p> <p>“U” turn access to St Gregory The Great Primary School</p>		
<p>Lane configuration / on-street parking within the Williamsons Road Service Road</p>	<p>Concerned that changes to the lane configuration along Williamsons Road south of Bordeaux Street, to accommodate the new signalised intersection of the northern access road will result in the narrowing of the</p>	<p>Figure 58 of the modified draft Development Plan, includes two indented parking bays along the northbound Williamsons Road Service Road, south of Bordeaux Street. This responds to a previous recommendation by Council to ensure that car parking is provided as part of the changes to the Williamsons Road lane configuration, resulting</p>

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Submission Nos. 25A, 25D	<p>service road along the west side of Williamsons Road south of Bordeaux Street.</p> <p>Concerns with the level difference between the northbound Williamsons Road service road and the main Williamsons Road carriageway and the relocation of the outer separator further west.</p>	<p>in the narrowing of the service road. Information submitted at the planning permit stage, will ensure that any level differences along Williamsons Road will be addressed.</p> <p>RECOMMENDATION: No action.</p>
<p>1.6 Sovereign Point Court / Williamsons Road</p>		
<p>Request for introduction of right turn facility from Williamsons Road north into Sovereign Point Court</p> <p>Submission Nos. 21, 50, 51A</p>	<p>Concerned that changes to traffic signals at the intersection of Williamsons Road and Sovereign Point Court will have a detrimental impact on residents that utilise Sovereign Point Court vehicle access.</p> <p>Safety concerns with being required to undertake U-turns along Williamsons Road to travel southbound</p>	<p>Currently access into Sovereign Point Court from Williamsons Road is left in / left out only. It is understood that some residents are utilising the existing “U” turn facility for the western service road to undertake a right turn in contravention of the road rules.</p> <p>Scentre Group has advised that the project team has reviewed the potential to provide a right turn or U-turn lane for southbound vehicles on Williamsons Road in support of more direct access to Sovereign Point Court prior to the Shoppingtown Hotel signals. The review has identified that there was insufficient road reserve width and offset from adjacent signals to provide a direct access for southbound vehicles. It is noted that the current Williamsons Road / Sovereign Point Court intersection does not allow for southbound vehicles on Williamsons Road to legally turn right into Sovereign Point Court.</p> <p>RECOMMENDATION: No action.</p>
<p>Request for ‘Keep Clear’ linemarking on the northbound carriageway of Williamsons Road at Sovereign Point Court</p> <p>Submission Nos, 25, 25B, 25C, 25D, 50A, 51A, 83 (Petition with 58 signatories), 78</p>	<p>July to September 2016 exhibition submissions:</p> <p>The location of the new intersection signals on Williamsons Road at Westfield Drive will result in traffic queuing south along Williamsons Road and blocking egress (exit) for Sovereign Point Court residents, in particular when entering the right turn facility.</p> <p>Whilst it is noted that some of the plans within the Development Plan and the Integrated Transport and Access Plan 2017 identify the inclusion of ‘Keep Clear’ line marking on Williamsons Road at the Sovereign</p>	<p>Figure 99 of the modified draft Development Plan, includes “Keep Clear” line marking on three of the northbound Williamsons Road lanes, north of Sovereign Point Court.</p> <p>Council officers support the extension of the “Keep Clear” line marking to include the two proposed right turn lanes, in order to provide better gap opportunities for exiting Sovereign Point Court vehicles. The provision of a Keep Clear into the right turn lanes will highlight to Westfield motorist that there may be entering traffic from their left view.</p> <p>The provision of “Keep Clear” line marking on Williamsons Road at the Sovereign Point Court intersection is subject to VicRoads approval. It is recommended that the proponent investigates the feasibility of the provision of a ‘Keep Clear’ linemarking on Williamsons Road at the Sovereign Point Court intersection in consultation with</p>

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	<p>Point Court intersection, it is requested that the 'Keep Clear' line marking be also extended on the remaining two proposed right lanes.</p> <p>Vehicles in the right turn lanes on Williamsons Road into Westfield will have their view obstructed to vehicles exiting Sovereign Point Court. The "Keep Clear" line marking will be less safe as the left view is obscured by intervening vehicles.</p>	<p>VicRoads and Council amends the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 7</p> <p>Proponent to investigate the feasibility of extending the proposed 'Keep Clear' line marking on Williamsons Road at the Sovereign Point Court intersection to include the two right turn lanes in consultation with VicRoads and Council and amend the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p>
<p>Relocate the proposed bus interchange to incorporate access to Sovereign Point Court</p> <p>Submission Nos. 25, 25B, 50, 50A</p>	<p>In order to facilitate all turning movements (left / right, in / out) at the intersection of Sovereign Point Court and Williamsons Road, it is suggested that the future bus interchange signals be relocated further north to incorporate Sovereign Point Court. This will also negate the need to undertake "U" turns at the current Shoppingtown Hotel signals and the new proposed Centre main vehicle access point (at Westfield Drive).</p>	<p>The location of the proposed signals along Williamsons Road at the bus interchange and Westfield Drive, has been proposed to optimise traffic movements along the arterial road network while ensuring adequate separation between signalised intersections.</p> <p>There are no changes proposed to the current left in / left out only movements at Sovereign Point Court. Residents currently are required to undertake "U" turns at the signalised intersections along Williamsons Road to abide by the left in / left out configuration of Sovereign Point Court.</p> <p>RECOMMENDATION: No action.</p>
<p>Difficulty accessing Sovereign Point Court as a result of the proposed development</p> <p>Submission Nos. 15, 18, 25, 25C, 25D, 45, 50, 51A, 72</p>	<p>Concerned about the increase in traffic congestion along Williamsons Road.</p> <p>Concerned about the ability to undertake "U" turns at the signalised intersections.</p> <p>Council or VicRoads should acquire part of the Shoppingtown Hotel's northern access road to provide vehicle access to Sovereign Point Court.</p>	<p>The growth in traffic along Williamsons Road and Doncaster Hill in general will occur as a result of both the proposed Westfield Doncaster expansion and overall increases in development in the area.</p> <p>Council has adopted the <i>Doncaster Hill Mode Shift Plan (2014)</i> and <i>Behaviour Change Plan (2015)</i> to encourage sustainable transport modes, such as an improved bus interchange and improved walking and cycling access, to address the anticipated increase in traffic associated with the full build out of Doncaster Hill and the proposed Centre expansion.</p> <p>Access arrangements into / out of Sovereign Point Court are not proposed to be altered. The provision of signals to the south of Sovereign Point Court will provide increased "gaps" in the traffic stream for vehicles exiting Sovereign Point Court onto Williamsons</p>

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		<p>Road. In addition, residents will be able to undertake “U” turns at intersections, as they currently do.</p> <p>As identified in the draft Development Plan and the proposed Schedule 4 to the Development Plan Overlay (DPO4). Westfield, as part of any future planning permit application, will be required to prepare and implement a green travel plan for the Centre.</p> <p>It is outside the scope of the amendment for Council or VicRoads to be acquiring privately owned land.</p> <p>RECOMMENDATION: No action.</p>
<p>1.7 Frederick Street Signals</p>		
<p>Removal of right turn movements</p> <p>Submission Nos. 1, 6, 6A, 13, 29, 37, 44, 56, 82</p>	<p>Do not support the removal of the right turn movements at the intersection of Frederick Street and Doncaster Road.</p> <p>Changes will have unreasonable and unworkable impacts on properties north of the Frederick Street road closure.</p> <p>Changes will exacerbate existing traffic issues, with cars parked on both sides of the street.</p> <p>Querying about accessibility for emergency, waste and delivery trucks.</p> <p>Residents and employees in the north section of Frederick Street will be required to undertake “U” turns along Doncaster Road to enter the street via left in / left out.</p> <p>Concerned with motorists safety undertaking “U” turns as well as general maneuvering in adjoining major roads during the congested peak periods.</p>	<p>Scentre Group has advised that a ‘first principles’ assessment has been undertaken and indicates that the existing Frederick Street discontinuance could be maintained with the introduction of the left in / left out restriction to Frederick Street from Doncaster Road. The assessment included consideration of existing traffic volumes accessing Frederick Street, as well as future traffic accessing “The Nest” development (currently under construction). The retention of the discontinuance would result in a minor increase in the number of vehicles undertaking U-turns at the up and downstream intersections (i.e. approximately 1 to 2 additional vehicles per cycle).</p> <p>The removal of the Frederick Street intersection signals has been proposed to improve traffic flow and reduce congestion along the westbound carriageway of Doncaster Road between Williamsons Road and Tower Street.</p> <p>The results of the modelling undertaken and endorsed by VicRoads indicate that the removal of the right turn movements for both the Frederick Street intersection and Westfield Doncaster exit point opposite, will result in some minor increases in “U” turn movements at the intersections east and west of Frederick Street. However, it is not considered that the removal of the right turn movements will adversely impact on safety or significantly reduce amenity for the local residents and commercial properties north of the Frederick Street closure.</p> <p>RECOMMENDATION: No action.</p>

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	<p>Sightlines in turning left without signals will be dangerous once the adjoining apartment to the east has been constructed.</p> <p>Concerned whether the changes have factored in future traffic volumes generated by yet to be completed Nest apartment development.</p>	
<p>Re-opening of Frederick Street road closure</p> <p>Submission Nos. 13, 37, 41 (VicRoads) 56</p>	<p>Object to the re-opening of Frederick Street road closure as it will cause further traffic flow congestion.</p> <p>VicRoads requests that the re-opening of the Frederick Street closure should coincide with the installation of traffic signals at the intersection of Tram Road and Merlin Street.</p> <p>Object to the revisions to traffic access at Frederick Street on the basis that :</p> <ul style="list-style-type: none"> • Proposal will have direct impact on ability of drivers to exit Frederick Street onto Doncaster Road and merge into the adjoining road network; • Pedestrian lights will create build up of at the entrance to Frederick Street, blocking ability for vehicles exiting from Frederick Street; • Proposal hasn't accounted for additional traffic demand from the apartment development at 642 Doncaster Road "The Nest" (and currently under construction) which will rely on vehicle access from Frederick Street. <p>Request Council to re-examine:</p> <ul style="list-style-type: none"> • Frederick Street parking restrictions • The removal of the Frederick Street road closure 	<p>The current review of the <i>Doncaster Hill Development Contributions Plan 2005</i> assesses transport infrastructure items and objectives, including investigation of the removal of the Frederick Street road closure, particularly given that the Tram Road / Merlin Street intersection will be signalised in the future. This assessment of road and traffic infrastructure is based on future population forecasts and anticipated changing traffic movements within Doncaster Hill and the surrounding higher density area, located south of Frederick Street.</p> <p>The future status of the Frederick Street road closure is outside the scope of this Amendment process. Any proposed changes would involve separate consultation with all affected residents.</p> <p>OTHER RECOMMENDED ACTION No. 12</p> <p>Council officers to review the Frederick Street road closure as part of the review of the current <i>Doncaster Hill Development Contributions Plan (2005)</i>.</p>

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<p>Alternative options to Frederick Street signals Submission Nos. 29, 37</p>	<ul style="list-style-type: none"> • The access / egress traffic arrangements at the Doncaster Road intersection <p>Various views and issues raised in relation to the removal of the right turn movements at the intersection of the Frederick Street and Doncaster Road, including:</p> <ul style="list-style-type: none"> • Request for detector loops to be installed to sync with the signals at Tower Street to facilitate movements in and out of Frederick Street. • “U” turn at Doncaster Road will require more green time • Direct traffic heading west from Westfield to exit via Williamsons Road exit. • Retain present traffic controls but change the timing of the cycle 	<p>The provision of increased green time at Doncaster Road to facilitate the possible increase in “U” turn movements and the installation of detector loops will be pursued with VicRoads separately to the Amendment and Development Plan process.</p> <p>OTHER RECOMMENDED ACTION No. 13</p> <p>Council officers to consult with VicRoads regarding the facilitation of increased ‘green time’ at the Doncaster Road and Council Street traffic signals to facilitate the possible increase in “U” turn movements, to assist right turns into Frederick Street from the west.</p> <p>OTHER RECOMMENDED ACTION No. 14</p> <p>Council officers to consult with VicRoads regarding the installation of detector loops to assist with left turns out of Frederick Street.</p>
<p>1.8 Williamsons Road and Doncaster Road intersection</p>		
<p>Changes to south and west bound traffic at Williamsons and Doncaster Roads Submission No. 77</p>	<p>Tram Road (southern extension of Williamsons Road) is too narrow and three lanes of traffic turning right into Doncaster Road will contribute to traffic congestion.</p> <p>Proposed traffic mitigations at Doncaster and Williamsons Road makes no allowance for the population growth in Doncaster Hill or additional traffic generated from the former Eastern Golf Club (Doncaster Road) and the former Morrison’s Nursery site (Williamsons Road).</p>	<p>Traffic modelling undertaken by the Proponent, and endorsed by VicRoads, indicates that the provision of a third right turn lane from Williamsons Road into Doncaster Road will assist in reducing traffic congestion along Williamsons Road, even without the inclusion of the Westfield amendment.</p> <p>In addition, traffic modelling undertaken indicates that the proposed mitigating measures throughout the precinct will assist in alleviating the impact of the additional traffic expected as result of the expanded centre and at the full build out of Doncaster Hill.</p> <p>RECOMMENDATION: No action.</p>

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2. URBAN DESIGN		
2.1 Built Form Amenity Impacts		
<p>Size of Centre</p> <p>Submission Nos. 3, 4, 7, 32, 53, 68, 74, 76, 77, 85, 87</p>	<p>Westfield Doncaster is big enough.</p> <p>Expansion to the edges of the site will have detrimental impacts to adjoining residents and local businesses.</p> <p>Other large centres are in close proximity to not warrant the expansion.</p>	<p>At a broader strategic level the proposed expansion of the Centre responds to a number of land use and development objectives to be achieved within the Doncaster Hill Activity Centre, as identified in Schedule 1 to the Doncaster Hill Activity Centre (ACZ1), including the development of a unique gateway building in the north-west corner of the site and maintaining an integrated public transport interchange.</p> <p>Subject to the approval of Amendment C104 and approval of the Development Plan, Scentre Group will still be required to seek planning approval to implement the Development Plan to address, amongst other planning matters, any detrimental amenity impacts to adjoining residents.</p> <p>RECOMMENDATION: No action.</p>
<p>Location, height and amenity impacts of 'gateway' tower</p> <p>July to September 2017 exhibition</p> <p>Submission Nos. 2,15, 18, 20, 22,45, 50,</p> <p>October 2017 to January 2018 exhibition</p> <p>Submission Nos. 2A, 69</p>	<p>July to September 2016 exhibition submissions:</p> <p>The tower at a maximum of 14 stories should not be permitted due to overlooking and overshadowing of nearby buildings.</p> <p>The tower development will set an undesirable precedent for future development within Doncaster Hill.</p> <p>Urban form could be improved. The proposed tower envelope creates considerable imbalance in terms of the overall site – not based on height, but too close to the edge. Being located more centrally would provide a more balanced visual outcome and improve it from a pedestrian and travel perspective.</p> <p>Consider that relocating the tower more centrally on site could avoid closing Westfield Drive by moving the traffic solution further south.</p>	<p>As part of the revisions to the draft Development Plan exhibited from October 2017 and January 2018, the gateway tower has been located further south more centrally on the site.</p> <p>Officers are generally supportive of the relocation of the tower further away from the sensitive residential interface along the northern boundary of the Centre.</p> <p>The draft Development Plan specifies the height of the commercial tower at RL 166 and also includes envelope plan shadow studies that are depictive of the shadowing at the spring equinox and winter solstice between 9am and 3pm. These diagrams indicate that the proposed built form envelope will not have unreasonable shadow impacts to adjacent residential interfaces. The draft Development Plan also identifies that further modelling of any shadowing will be demonstrated at planning permit stage.</p> <p>With the exception of a number of sub-precincts, the majority of Doncaster Hill is affected by mandatory maximum building height controls through Schedule 1 to the Activity Centre Zone (ACZ1). Historically, Westfield Doncaster was exempt from height controls on the basis that an existing Concept Plan and Incorporated Plan Overlay (IPO1) provided development guidance for the site.</p>

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	<p>Sideways expansion resulting in more detrimental impact to adjoining residents.</p> <p>Tower development will result in loss of views.</p> <p>Should be the same height as the existing tower (RL151.5).</p> <p>Unclear how the commercial tower works relates in a site context to built form on the west side of Williamsons Road.</p> <p>October 2017 to January 2018 exhibition submissions:</p> <p>The gateway tower should be maximum of 16 storeys, including the two level podium to protect resident privacy</p> <p>Relocation of the tower more centrally on site (further south) is an improvement from an economic, urban form perspective and in minimising negative impacts on adjoining residential properties.</p>	<p>The existing office tower on the site is not proposed to be redeveloped as part of the draft Development Plan. The siting of the commercial tower at the north-western edge of the site, addresses the Precinct 4 guidelines, as identified in Schedule 1 to the Activity Centre Zone, which includes the following requirement:</p> <p><i>'Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct'</i>, at the northern entry into the Doncaster Hill Activity Centre.</p> <p>It is also noted that Section 3.5 of the draft Development Plan identifies the <i>'Design Rationale for Gateway Building'</i> that will guide future assessment of the proposed tower.</p> <p>RECOMMENDATION: No action.</p>
<p>Support improvements to visual impact of existing northern part of the centre</p> <p>Submission No. 8</p>	<p>The existing northern part of the Centre needs to be improved by removing at grade carparking, improving the bus interchange and by providing a more activated street frontage with shops and cafes.</p>	<p>Support for improvements to the Centre noted. The future plans for the Centre include the proposed redevelopment of the northern part of the site to include more activated street frontages; a new public forecourt and entry; removal of at-grade carparking; and an improved and enhanced bus interchange.</p> <p>RECOMMENDATION: No action.</p>
<p>Future plans for the south-west corner of the site</p> <p>Submission Nos. 34</p>	<p>The draft Development Plan lacks ambition about the existing streetscape on the corner of Doncaster and Williamsons Road (The Drum) and the existing multi-storey car park beneath the Village Cinemas on Williamsons Road. The boulevard treatment on the</p>	<p>The draft Development Plan focuses on providing guidance for the area that is proposed to be redeveloped. This primarily relates to the northern part of the site.</p>

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	<p>corner does not provide for an activated street frontage.</p> <p>The draft Development Plan fails to address the desire for active street frontages as sought in the Framework Plan forming part of Schedule 1 to the Activity Centre Zone.</p> <p>Opportunity to better integrate the south-west corner with the large scale apartment development happening in the precinct.</p>	<p>The draft Development Plan identifies that the expansion is be progressed in 6 stages and Scentre Group has indicated that it is proposed to be undertaken over a period of 10-15 years.</p> <p>It is further noted that any future development would also need to consider the requirements of Schedule 1 to the Doncaster Hill Principal Activity Centre Zone (ACZ1) that includes the following Precinct objectives at Clause 5.4-2:</p> <ul style="list-style-type: none"> • <i>To further improve existing active street frontages.</i> • <i>Encourage an enhanced pedestrian environment within the precinct.</i> • <i>To maintain and improve the positive engagement of the precinct with the main intersection of Doncaster Road and Williamsons Road.</i> • <i>To support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the western end of the precinct.</i> <p>RECOMMENDATION: No action.</p>
<p>2.2 Noise and amenity impacts</p>		
<p>Management of noise and amenity impacts during construction</p> <p>Submission Nos. 11, 15, 16A, 52</p>	<p>Querying what processes, procedures and monitoring will be put in place by Council to ensure that acoustic walls and other treatments assist in reducing noise, noting that nothing was in place for noise associated with work on the construction of the carpark, including out of hours operations.</p> <p>Request that noise from future works be managed more appropriately to protect the amenity of surrounding neighbourhoods.</p>	<p>The staging of the future master plan is detailed in the draft Development Plan. The construction of each stage or stages is required by the Development Plan Overlay to be documented in a Construction Management Plan (CMP) as a condition of any future planning permit that is granted. The CMP will address matters such as construction times, truck routes, contractor / staff / customer car parking arrangements, waste management and off-site amenity management measures.</p> <p>RECOMMENDATION: No action.</p>
<p>Management of noise, environmental and amenity impacts post construction</p> <p>Submission Nos. 4A, 11, 16A, 20, 36, 38A, 52, 59, 69, 80, 80A, 85</p>	<p>Querying what processes, procedures and monitoring will be put in place by Council to ensure that acoustic walls and other treatments assist in reducing noise associated with the proposed expansion, including uses that operate during the day such as car washes and car parks that also operate in the evening for uses such as the cinemas.</p>	<p>The Amendment is accompanied by an acoustic report which concluded that appropriate mitigation measures the noise created by the development can be appropriately managed and comply with the relevant acoustic standards.</p> <p>The draft Development Plan identifies a range of acoustic treatments where works are proposed along the northern and eastern boundaries of the site. These treatments include a mix of:</p>

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	<p>Concerned that the proposed acoustic wall and landscaping will be insufficient in addressing future noise impacts.</p> <p>Concerned that the acoustic wall will be imposing and set too close to the Centre boundary.</p> <p>Concerned about the pollution and health impacts from extra fumes and noise from vehicles.</p> <p>Request that Westfield engages the residents in the selection of the acoustic wall treatment and material.</p> <p>Querying whether 84 DBS a safe measure for humans and pets?</p>	<ul style="list-style-type: none"> • surface treatments to minimise tyre noise; • acoustic walls; and • landscaping. <p>The acoustic treatments have been informed by the <i>Westfield Doncaster Acoustic Assessment, April 2016</i>, prepared by Acoustic Logic, which has factored in the development potential of the residential area surrounding the Centre.</p> <p>The draft Development Plan Overlay – Schedule 4 (DPO4) at Section 2.0 Conditions and requirements for permits, states that:</p> <p><i>‘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: (amongst other reports)</i></p> <ul style="list-style-type: none"> • <i>An Acoustic Report, detailing the proposed noise mitigation measures for the development.’</i> <p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p> <p>There are industry standards set by the Environment Protection Authority (EPA) in relation to car pollution.</p> <p>OTHER RECOMMENDED ACTION No. 9</p> <p>It is considered prudent for the proponent to include the Acoustic Report required as part of Schedule 4 to the Development Plan Overlay (DPO4) as part of information submitted to Council at the time of the planning permit application.</p>

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		<p>While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p>
<p>Noise impacts on 1 Westfield Drive (3 storey apartment) from additional lanes of traffic associated with new main entrance into the centre</p> <p>Submission No. 28</p>	<p>Additional lanes of traffic associated with the new main entrance into the Centre will have acoustic impacts on 1 Westfield Drive, Doncaster, located on the north-west corner of Westfield Drive with Williamsons Road.</p> <p>Request additional noise reduction technology to be applied to the west and south facades of 1 Westfield Drive.</p> <p>Consider that reduction of speed limits from 70kph to 60kph along Williamsons Road will reduce the noise impact on residents.</p>	<p>Following discussions with the submitter at 1 Westfield Drive, the draft Development Plan at Section 3.7 Public Realm and Landscaping has been modified, including the addition of plans in Figure 74 to guide the potential treatment at the western end of Westfield Drive.</p> <p>Council officers will advocate to VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.</p> <p>OTHER RECOMMENDED ACTION No. 15</p> <p>Council to advocate with VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.</p>
<p>Existing carpark noise</p> <p>Submission Nos. 11, 11A, 16A, 85</p>	<p>Hoon activity in the Centre carpark outside of Centre operating hours. Need to ensure that carparks are appropriately managed and closed off to avoid this activity and minimize noise impacts outside of Centre operating hours.</p> <p>Request that Scentre Group address the existing noise of the carpark affecting 'The Pearl' apartment residents in Grosvenor Street. Noise levels have reached 55dp-60dp.</p>	<p>At the time the submission was received, the query was investigated by Council's Enforcement Officer in conjunction with the review of CCTV footage by Scentre Group. CCTV footage did not identify any activity in the car park. The submitter was advised that any future concerns regarding hoon activity is a matter to be referred to police.</p> <p>The further submissions received have been referred to the Scentre Group for review and response.</p> <p>It is noted that the acoustic treatments being proposed along the northern and eastern interfaces that may address the amenity impacts currently experienced by residents of the Grosvenor Street 'Pearl' development.</p>

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		RECOMMENDATION: No action.
<p>Dumped shopping trolleys in residential streets</p> <p>Submission No. 52</p>	<p>Risk of damage to cars resulting from regular occurrence of shopping trolleys being dumped in Westfield Drive.</p>	<p>Council is proactively managing illegal dumping of shopping trolleys in and around the Centre. Signage was erected in streets in the vicinity of the Centre in April 2016. Anyone observed dumping shopping trolleys may be prosecuted under Manningham’s Local Law.</p> <p>RECOMMENDATION: No action.</p>
2.3 Public realm / Landscaping		
<p>Landscaping and community open space proposal</p> <p>Submission Nos. 2, 28, 51, 51A, 54, 67</p>	<p>Landscaping and the provision of community open space are important aspects of the proposal.</p> <p>It is considered that the proposed public realm area to be insufficient.</p> <p>Consider that only the minimal amount necessary is being provided to gain planning approval.</p> <p>Landscaping will be very important to soften the view of the acoustic wall and development, at all interfaces.</p> <p>Replacement planting along Westfield Drive should provide the same level of vegetation cover.</p> <p>Request for Council to make it a condition of granting a planning permit for the retention of the group of 3 white-trunked gum trees at the top of the driveway at the existing main vehicle entry/exit near Myer and the large stringy bark part-way down that road.</p> <p>Replacement landscaping should provide the same level of coverage as currently provided in the vicinity of 1 Westfield Drive.</p>	<p>Section 3.7 of the draft Development Plan outlines the objectives and key components of the public realm and landscaping.</p> <p>The proposed location of the public realm/entry forecourt is generally in accordance with the proposed location identified on the Strategic Framework Plan forming part of the Doncaster Hill Activity Centre Zone – Schedule 1 (ACZ1). It is noted that as part of Amendment C104, ACZ1 is proposed to be modified to identify the ‘switch’ in the location between the public realm area and the bus interchange.</p> <p>Council officers also acknowledge the importance of adequate public realm areas in providing opportunities for comfortable formal and informal outdoor areas that cater to the needs of Centre patrons. It is further acknowledged that there are a number of competing functions in the north-west corner of the site and extending further north along Williamsons Road, including the commercial tower, public realm / entry forecourt, bus interchange and shops and cafes aimed at activating the street frontage and bus interchange area.</p> <p>In response to the Transport for Victoria submission seeking modification of the bus interchange, Council officers have sought to ensure that any redesign does not compromise the public realm / entry forecourt area.</p> <p>Figure 48, Section 3.4 Concept Plan of the draft Development Plan identifies the ‘<i>Potential to establish an upper level dining terrace to activate upper levels and establish activity on Williamsons Road.</i>’, and is depicted visually in Figure 94.</p> <p>The draft Development Plan at Figure 73 <i>Proposed landscape improvements for Westfield Doncaster</i> identifies vegetation that will be removed or retained and</p>

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	Request for landscaping in proximity of the carpark exit of The Ridge apartment to enhance the area opposite the proposed public forecourt.	<p>proposed vegetation that will be undertaken as part of expansion of the Centre. The Plan identifies that the group of 3 white-trunked gum trees at the top of the driveway at the existing main vehicle entry/exit near Myer and the large stringy bark part-way down that road will be removed as part of the dedicated access into the bus interchange and other built form uses.</p> <p>Schedule 4 to the Development Plan Overlay (DPO4) also requires (as appropriate) the submission of 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.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 4:</p> <p>Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.</p>
3. INFRASTRUCTURE		
3.1 Community Facilities		
<p>Community facilities and benefits proposal is disappointing</p> <p>Submission Nos. 14, 17, 46 (Manningham Access and Equity Advisory Committee), 84</p>	<p>Community benefits proposal reflects only the minimal amount necessary to gain planning approval.</p> <p>Lack of affordable community spaces within Manningham and the scale of development being proposed should incorporate an allocation of affordable rental space for allied health services, including not-for-profit allied health services within the centre and / or the commercial office. This would provide such services within this precinct but also provide a good opportunity for the co-location of services, providing access to these services in ‘one outing’. This would be particularly important for people with community access/mobility issues.</p> <p>Submitters have requested:</p> <ul style="list-style-type: none"> • Re-establishment of a community library and Doncare on site at Westfield Doncaster; 	<p>The proposed Development Plan Overlay requires the provision of a tenancy comprising an area of not less than 100sqm at ground floor level, near the bus interchange to be used for a community purpose at the direction of Council. Scentre Group has advised that at this stage the framework is in place to accommodate a new community purpose, and it will be a matter for further Council consideration about how this space is used in the future. Scentre Group has also advised that Westfield’s Centre Management teams are always available for discussion with community groups to understand their needs for special events or promotions.</p> <p>Whilst a number of matters raised in submissions relate to more detailed matters associated with the design and provision of services and facilities, it is important to acknowledge that the draft Development Plan Overlay – Schedule 4 (DPO4) at section 2.0 Conditions and requirements for permits, states that:</p> <p><i>‘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: (amongst other reports)</i></p>

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	<ul style="list-style-type: none"> • Free access for local community organisations to the mall each year to host community events such as stage promotions and pop-up stalls; • Childcare space; • Provision of a multi-faith space / prayer room for visitors and staff; • Dedicated quiet room for people with autism – similar to a space provided at Northland Shopping Centre; • Changing places bathroom – similar to a space provided for people with disabilities and their carers at Eastland Shopping Centre in 2016; • Gender neutral (unisex) public and employee toilets; • Parent rooms so that such facilities can equally be utilised by both male and female parents/carers; • All new concourses to have a flat gradient – current long smooth ramps are dangerous to people in manual wheelchairs and an access barrier to people with other mobility impairments; and • Westfield to sponsor a free regular bus service to improve accessibility for people with limited transport options, such as local aged care facilities. <p>Object to the provision of facilities for one particular sector of the community at the exclusion of others.</p>	<ul style="list-style-type: none"> • <i>An Accessibility / Access and Equity Audit report.</i> <p>RECOMMENDATION: No action</p>
<p>Provision of 100sqm for community space</p> <p>Submission Nos. 17, 46</p>	<p>Querying whether the provision of 100sqm for a youth/community space is sufficient in the context of the overall scale of the expansion and the value of this service to the community.</p>	<p>The proposed Development Plan Overlay (Schedule 4) requires that the land owner enter into a section 173 agreement to provide for <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</i></p>

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		<p><i>interchange</i>. This facility is to be used for community purposes and the nature of the use will be determined by Council in the future.</p> <p>RECOMMENDATION: No action.</p>
<p>Potential contamination on the northern part of the Westfield Doncaster site.</p> <p>Submission No. 15</p>	<p>Concerned that development is being proposed on the northern part of the site that was a previous petrol station. No EPA report was submitted as part of the amendment documentation.</p>	<p>Scentre Group has informally advised Council that this site has previously been decontaminated in accordance with the requirements of the EPA.</p> <p>It is recommended that Scentre Group provide written confirmation to Council to demonstrate that there are no constraining environmental factors at this location or other parts of the site proposed to be redeveloped in accordance with the draft Development Plan.</p> <p>OTHER RECOMMENDED ACTION No. 16</p> <p>Prior to Council formally approving any Development Plan for the Centre, Scentre Group should provide Council with written confirmation from an appropriately qualified expert that there are no constraining environmental factors at this location or on other parts of the site proposed to be redeveloped that would impact upon or affect the use and development of the land as envisaged in the draft Development Plan.</p>
<p>3.2 Ecologically Sustainable Design (ESD)</p>		
<p>Use of green energy</p> <p>Submission Nos. 2, 24</p>	<p>Querying whether there is going to be any use of green technology in the way the buildings are built and powered, noting that this does not appear in the exhibited documentation.</p> <p>Sustainability proposal reflects only the minimal amount necessary to gain planning approval.</p> <p>This feature would make the proposal more attractive to the community and would assist in conserving the environment and slowing down climate change.</p>	<p>As part of considering the request to seek authorisation to exhibit the amendment, Council sought changes to the draft Development Plan at <i>Section 3.7 Public Realm and Landscaping</i>, prior to exhibition. The change introduced a new commitment to consider additional rooftop landscaping and/or green facades, aimed at reducing the urban heat island effect, whilst also promoting biodiversity.</p> <p>Works associated with the public realm and landscaping treatments and their specific details will be subject to future planning permit applications.</p> <p>RECOMMENDATION: No action.</p>
<p>Commitment to achieving a 4-Star Green Star rating</p>	<p>Subject to the following minor additional changes made in bold, Scentre Group is generally supportive of the changes to the current wording in the proposed</p>	<p>Scentre Group’s support for Council’s position is noted. Officers are supportive of the additional minor changes as proposed by Scentre Group which provide greater clarity about the sustainability plan commitments. Officers however, recommend the</p>

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Issue	Submission	Officer Response and Recommendation
<p>Submission Nos. 39, 39A (Scentre Group)</p>	<p>Schedule 4 to the Development Plan Overlay (DPO4) in section 3.0 Requirements for development plan, as recommended by Council on September 2017.</p> <p>In addition to making specific reference to the Development Plan, the changes in bold also seek to limit the scope of the rating to the expansion area and new gateway building.</p> <p>Environmental Sustainability Plan</p> <p>Assessment of the environmentalsustainability outcomes sought for the proposed development, and sustainability initiatives proposed including:</p> <ul style="list-style-type: none"> • Identification ofsustainability outcomes sought by the Manningham Planning Scheme and initiatives/measures to deliver these outcomes. • 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; waste; materials; and emissions, and how the Development Plan proposal addresses these. • Incorporation of at Australian 'best-practice', sustainable design, construction and operation. • Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications. <p>Add:</p> <p>Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.2 Rating tool</p>	<p>inclusion of reference to a <u>minimum</u> 4-star outcome for the expansion. This inclusion will ensure that the ability for Scentre Group to pursue the potential of a higher rating is not precluded.</p> <p>It is also recommended that section 3.0 of DPO4 should also be amended to provide for flexibility in accommodating any updates to the Green Star tool, with the inclusion of the wording '<i>or subsequent version</i>' where reference is made to the Green Star Design and as-Built v1.2 Rating tool.</p> <p>AMENDMENT C104 RECOMMENDATION No: 1</p> <p>Amend the current wording in proposed Development Plan Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, as follows:</p> <p>Environmental Sustainability Plan</p> <p>Assessment of the environmentalsustainability outcomes sought for the proposed development, and sustainability initiatives proposed, including:</p> <ul style="list-style-type: none"> • Identification ofsustainability outcomes sought by the Manningham Planning Scheme and initiatives/measures to deliver these outcomes. • 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; waste; materials; and emissions, and how the Development Plan proposal addresses these. • Incorporation of at Australian 'best-practice', sustainable design, construction and operation. • Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications. <p>Add:</p> <p>Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.2 Rating tool, or subsequent version, for a minimum 4-star</p>

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	<p><u>for a 4-star outcome for the expansion area and new 'gateway building' (and not for the existing centre).</u></p> <p>And amend the last sentence in this section with:</p> <p>Any <u>actions and</u> recommendations from the <u>Environmental</u> Sustainability Plan must be incorporated into the approved Development Plan.</p>	<p><u>outcome for the expansion area and new 'gateway building' (and not for the existing centre).</u></p> <p>And amend the last sentence in this section with:</p> <p>Any <u>actions and</u> recommendations from the <u>Environmental</u> Sustainability Plan must be incorporated into the approved Development Plan.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 8</p> <p>Amend section 3.10 Ecologically Sustainable Development of the draft Development Plan to reflect the relevant sustainability plan commitments.</p>
<p>3.3 AMENDMENT C104 DOCUMENTATION</p>		
<p>Number of traffic and transport reports required in DPO4</p> <p>Submission No. 42</p> <p>(Transport For Victoria)</p>	<p>TFV concerned that the requirement for the preparation of the traffic and transport related reports may overlap in detail and Council should consider simplifying or consolidating the number of reports required.</p>	<p>In response to concerns raised by TFV regarding duplication of information, it is noted that Schedule 4 to the Development Plan Overlay (DPO4) provides discretion for the applicant and Responsible Authority with regards to which documents should accompany a planning permit application with the inclusion of the wording 'as appropriate' as part of the conditions and requirements for permit.</p> <p>RECOMMENDATION: No action.</p>
<p>Referral agencies</p> <p>Submission No. 42</p> <p>(Public Transport Victoria)</p>	<p>TFV request that the final statement under 'Integrated Transport Plan' in relation to seeking the views of Government agencies should state 'Referral Authorities' rather than Department names.</p>	<p>Agreed.</p> <p>AMENDMENT C104 RECOMMENDATION No. 2</p>

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ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
		<p>Amend the current wording in the proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, with:</p> <p><i>'Prior to approving the Integrated Transport Plan, the Responsible Authority may seek the views of <u>the relevant Referral Authorities</u>. 'Public Transport Victoria, VicRoads and Department of Transport, as relevant.'</i></p>
<p>Development Contributions</p> <p>Submission Nos. 39, 39A (Scentre Group)</p>	<p>Scentre Group submit that pursuant to Section 4.0 of Schedule 1 to the Development Contributions Plan Overlay (DCPO1) there is a current exemption applying to the Westfield Doncaster site, confirming the extent of the development contributions required as part of the last major expansion.</p> <p>As part of Amendment C104, a future planning permit application will trigger the payment of a contribution pursuant to an amended Development Contributions Plan Overlay (DCPO) on the basis that the current floor-space exemption will not be applicable.</p> <p>The total contribution estimate is approximately \$2.9 million based on 2017/18 calculations.</p> <p>A preliminary feasibility and costings of the above works estimates that the works have a combined value that significantly exceeds the contributions proposed by DCPO1.</p> <p>Scentre Group request an amendment to the DCPO1 to ensure consistency with the previous exemption methodology.</p> <p>Scentre Group as part of their addendum have sought changes to DPO4 to accommodate flexibility in the delivery of infrastructure and other facilities not specifically listed in the current DCPO1.</p>	<p>The drafting of the amended DCPO1 is in the same form as the existing DCPO1 except that it refers to the relevant Development Plan Overlay rather than the current Incorporated Plan Overlay (IPO1). Scentre Group's submission states that the DCPO1 needs to be amended to ensure consistency with the previous (approved) exemption methodology in applying the Development Contributions to the Westfield Centre.</p> <p>Development contributions were previously made via a section 173 agreement.</p> <p>It is not considered that further changes to the DCPO1 are required. The amended form of the DCPO1 only changed the exemption by updating the relevant planning control referenced in the exemption. Therefore, it is envisaged that development contributions (of about \$2.9m) will become payable when the proposed development proceeds.</p> <p>It is not proposed to modify the exemption to either:</p> <ul style="list-style-type: none"> • exempt the proposed development from liability to pay contributions; or • to change the planning permit referenced in the exemption so as to refer to the extent of development anticipated by the draft Development Plan, as either of these changes would further delay payment of the development contribution under the Doncaster Hill Development Contribution Plan. <p>Any infrastructure works which are proposed to be undertaken in accordance with the Doncaster Hill Development Contributions Plan will be considered for a credit against the Scentre Group's development contributions liability.</p> <p>Council officers' position is that the amended DCPO1 be retained in the same form as the existing DCPO1 except that it refers to the relevant DPO rather the existing IPO. On this basis, officers do not support the proposed amendments to the DPO4 to</p>

AMENDMENT C104 – SUMMARY OF SUBMISSIONS, FEBRUARY 2018

ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
		<p>accommodate flexibility in the delivery of infrastructure and other facilities not specifically listed in the current DCPO1.</p> <p>RECOMMENDATION: No action.</p>
3.4 OTHER MATTERS		
<p>More variety of shops, dining options and activities</p> <p>Submission Nos. 8, 62, 63</p>	<p>The centre will be attractive for residents and tourists to visit the centre with the offer of a greater variety of shops, dining options and activities.</p>	<p>Comment noted.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Activities for children</p> <p>Submission No. 63</p>	<p>Request for more internal recreational space (playground space) for children within the Centre.</p>	<p>Comments referred to Scentre Group for consideration of uses within the Centre.</p> <p>RECOMMENDATION: No action.</p>
<p>Access to Manningham Road from Brendan Avenue, Doncaster</p> <p>Submission No. 70</p>	<p>Request for the inclusion of a right turn from Brendan Avenue into Manningham Road, Doncaster or a U-turn option from the bus lane at the intersection with Williamsons Road.</p> <p>Request to reduce parking on both side of Brendan Avenue until Terence Court.</p>	<p>Whilst the requests for amendments to existing traffic access and car parking arrangements are outside the scope of Amendment C104 to the Manningham Planning Scheme, the request has been referred to Council's Engineering Unit for review and response to the submitter.</p> <p>RECOMMENDATION: No action.</p>
<p>Employment opportunities</p> <p>Submission No. 8</p>	<p>The expansion of the Centre will provide more working opportunities for different demographic groups.</p>	<p>The economic analysis which accompanies the Amendment concludes the proposed development will create:</p> <ul style="list-style-type: none"> • <i>Approximately 2,040 direct construction jobs, based on a projected development cost of \$500 million.</i> • <i>Almost 2,900 new full time and part time workers at the centre on completion of the expansion</i> • <i>A further 5,500 indirect jobs from flow-on employment effects.</i> <p>RECOMMENDATION: No action.</p>
<p>Entry dates for lease of commercial offices.</p> <p>Submission No. 9</p>	<p>Querying about entry dates for the lease of the commercial offices.</p>	<p>Scentre Group has advised that the proposed commercial offices are proposed be leased at the appropriate time once the construction program and timing for the delivery of the new building is confirmed.</p>

AMENDMENT C104 – SUMMARY OF SUBMISSIONS, FEBRUARY 2018

ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
		RECOMMENDATION: No action.
<p>Timing for various infrastructure works</p> <p>July to September 2016 Exhibition</p> <p>Submission Nos. 42, 42A ((Transport for Victoria – formally Public Transport Victoria)</p> <p>October 2017 to January 2018 Exhibition</p> <p>Submission No. 77</p>	<p>TFV’s original submission raised concern that the draft Development Plan does not make it explicit when the various infrastructure work, including the bus interchange and traffic management works will be delivered and needs to be clarified.</p> <p>October 2017 to January 2018 Exhibition</p> <p>3 year development timeframe is unrealistic and will cause chaos.</p>	<p>Following further clarification from Council officers on 12 September 2016, TFV provided written confirmation to indicate satisfaction that the draft Development Plan outlines the delivery of the bus interchange at Stage 3, and the subsequent planning permits to follow will protect the delivery of the bus interchange. It is noted that as part of the modified draft Development Plan, the delivery of the bus interchange is now shown as part of Stage 2.</p> <p>A Construction Management Plan will be a requirement as part of any relevant planning permit to manage resident and other associated amenity impacts.</p> <p>RECOMMENDATION: No action.</p>
<p>Overlooking from Imperial Apartment</p> <p>Submission No. 31</p>	<p>Concern raised about overlooking into a private residence from the recently constructed Imperial Apartment</p>	<p>It is considered that the submitters concerns were previously addressed as part of the relevant planning permit process associated with the Imperial apartment development.</p> <p>RECOMMENDATION: No action.</p>
<p>Council is not balancing the interests of residents and Westfield Doncaster</p> <p>Submission Nos. 14, 15, 31, 74A</p>	<p>Council is allowing Westfield to do whatever it chooses.</p> <p>Council is not balancing the interests of residents and the interests of Westfield Doncaster as a commercial developer</p>	<p>As part of considering Amendment C104 and the draft Development Plan, Council will consider the interests of all sectors of the community, including residents; Scentre Group as the Proponent; requirements of the Statutory Authorities such as VicRoads and Public Transport Victoria; and other key stakeholders, including St Gregory the Great Primary School and the Access and Equity Advisory Committee for Manningham.</p> <p>The Amendment and draft Development Plan is based on the culmination of two year’s work which has involved collaboration with VicRoads, TFV and Council.</p>

AMENDMENT C104 – SUMMARY OF SUBMISSIONS, FEBRUARY 2018

ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
		<p>Traffic modelling undertaken indicates that the proposed mitigating measures will assist in alleviating the impact of the additional traffic expected as result of the expanded centre.</p> <p>This table which summarises and considers submissions, includes a number of officer recommendations to make changes to C104 Amendment documentation and the draft Development Plan in response to submissions received.</p> <p>RECOMMENDATION: No action.</p>
<p>Impact on property values and rental rates</p> <p>Submission Nos. 4A, 16A, 29, 54, 73, 81</p>	<p>The changes proposed by the Amendment will impact on the rental rates and property values.</p> <p>Querying whether Westfield Drive residents will receive compensation for loss of property value.</p>	<p>Planning precedent has long established that impact of property values is not a valid planning consideration.</p> <p>RECOMMENDATION: No action.</p>
<p>Establishment of an advisory committee to help in the planning of the centre</p> <p>Submission No. 46</p>	<p>Benefit of establishing an advisory committee to assist in guiding proposed expansion, including matters relating to accessibility.</p>	<p>It is noted that a guiding advisory committee was established to inform matters (relating to accessibility), as part of the recent expansion of the Eastland Shopping Centre. This was part of a voluntarily established collaboration between the Shopping Centre owners and other relevant key stakeholders.</p> <p>As part of the next stage of the planning process, the Scentre group will need to apply for a planning permit/s for the development which will need to be supported by a range of reports and identified in the proposed Schedule 4 to the Development Plan Overlay. The time of consideration of any such applications for planning permits, it would be appropriate for Council to refer those applications to its already constituted Access and Equity Advisory Committee, or a working group of its members.</p> <p>OTHER RECOMMENDED ACTION No. 17</p> <p>At the planning permit stage, Council to refer any relevant application for permit/s to its constituted Access and Equity Advisory Committee, or a working group of its members.</p>
<p>No objection to Amendment /Development Plan</p>	<p>Melbourne Water and Baptcare have no objection to the Amendment or draft Development Plan and/or do not wish to appear at any subsequent Panel hearing.</p>	<p>Comments noted.</p> <p>RECOMMENDATION: No action.</p>

AMENDMENT C104 – SUMMARY OF SUBMISSIONS, FEBRUARY 2018

ATTACHMENT 1

Issue	Submission	Officer Response and Recommendation
Submission No. 26 (Melbourne Water), 71 (Baptcare)		
Support for Amendment / Development Plan Submission Nos. 55, 57, 58, 60, 61,	Support for the Amendment.	Comments noted. RECOMMENDATION: No action.
Compliance with State and local planning policy Submission No. 39, 39A Proponent for the Amendment and draft Development Plan	Amendment C104 has strong State and local planning policy support and will facilitate the further expansion of Westfield Doncaster.	A detailed assessment of the how the amendment responds to State and local planning policy and other strategic Council documents has been undertaken as part of previous Council reports considering the original and modified documentation. RECOMMENDATION: No action.
OTHER OFFICER RECOMMENDATIONS NOT RAISED IN SUBMISSIONS		
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 9</p> <p>Amend the draft Development Plan at <i>Section 3.6 Integrated Transport Plan</i> to identify all the proposed roadworks on one aerial map, similar to that shown as the 'Overall Concept Layout' in the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2017)</i></p>		

Amendment C104 and Proposed Development Plan – Cross reference with Attachment 1

Submitter Number	Address	Issues raised as per Attachment 1
1.	1001/632 Doncaster Road, Doncaster	1.2
2 and 2A.	4/19 Argyle Street, Donvale	1.3, 1.4, 2.1, 2.3, 3.2
3.	3/36 Westfield Drive, Doncaster	1.4, 2.1
4 and 4A.	3/36 Westfield Drive, Doncaster	2.1
5.	14 Gilmore Road, Doncaster	1.2, 1.3
6 and 6A.	502/632 Doncaster Road, Doncaster	1.7
7.	18 Brendan Avenue, Doncaster	1.1, 1.3, 2.1
8.	16 Norweena Street, Doncaster	1.3, 2.1, 3.4
9.	651 Doncaster Road, Doncaster	3.4
10.	1 Norwich Place, Templestowe	1.3
11 and 11A.	36 Westfield Drive, Doncaster	2.2
12.	25 Westfield Drive, Doncaster	1.4
13.	1002/632 Doncaster Road, Doncaster	1.7
14.	4/9 Herlihys Road, Templestowe Lower	3.1, 3.4
15.	501/5 Sovereign Point Court, Doncaster	1.3, 1.6, 2.1, 2.2, 3.1, 3.4
16 and 16A.	19 Westfield Drive, Doncaster	1.4
17.	Suite 4, Level 2 39 Railway Road, Blackburn	1.1, 1.3, 3.1
18.	509/5 Sovereign Point Court, Doncaster	1.3, 1.6, 2.1

Submitter Number	Address	Issues raised as per Attachment 1
19.	Level 1, 651 Doncaster Road, Doncaster	1.4
20.	17A Westfield Drive, Doncaster	1.4, 2.1, 2.2
21.	101/5 Sovereign Point Court, Doncaster	1.2, 1.6
22.	801/5 Sovereign Point Court, Doncaster	2.1
23 and 23A.	27 Westfield Drive, Doncaster	1.4, 3.4
24.	4/2 Kandanga Grove, Bulleen	3.2
25, 25A & 25B, 25C and 25D	4002/2 Sovereign Point Court, Doncaster	1.4, 1.5, 1.6
26.	Melbourne Water 990 La Trobe Street, Docklands	3.4
27.	19 Roderick Street, Doncaster East	1.3
28.	9/1 Westfield Drive, Doncaster	1.4, 2.1, 2.2, 2.3
29.	2 Frederick Street, Doncaster	1.2, 1.7, 3.4
30.	49 Olympus Drive, Doncaster	1.5
31.	2 Madeira Court, Doncaster	3.4
32.	21 Birchgrove Crescent, Templestowe	1.3, 2.1
33	1/2 Highbury Street, Balwyn North	WITHDRAWN
34.	20 Maralee Place, Doncaster	2.1
35.	94 Gedye Street, Doncaster East	1.3, 1.5
36.	17 Roseville Avenue, Doncaster	1.1, 1.2, 1.4, 2.2
37.	617/632 Doncaster Road, Doncaster	1.2, 1.7

Submitter Number	Address	Issues raised as per Attachment 1
38 and 38A.	17 Westfield Drive, Doncaster	1.4
39.	Scentre Group On behalf of 619 Doncaster Road, Doncaster	3.2, 3.3
40. and 40A	On behalf 659-667 Doncaster Road, Doncaster	1.3
41.	VicRoads 12 Lakeside Drive, Burwood East	1.1, 1.4, 1.7
42, 42A and 42B	Transport for Victoria (TFV) - formerly Public Transport Victoria (PTV) PO Box 4724 Melbourne	1.1, 1.2, 3.3, 3.4
43.	3 Turana Street, Doncaster	1.2
44.	314 / 632 Doncaster Road, Doncaster	1.3, 1.7
45.	No address provided	1.6, 2.1
46.	On behalf of Council's Access and Equity Advisory Committee	1.1, 1.2, 1.3, 3.1, 3.4
47.	401 / 1 Sovereign Point Court, Doncaster	1.1
48.	396 Manningham Road, Doncaster	1.5
49.	9/1 Carnarvon Street, Doncaster	1.2
50 and 50A.	On behalf of residents 1 Sovereign Point Court, Doncaster	1.2, 1.3, 1.6, 2.1
51 and 51A.	402/1 Sovereign Point Court, Doncaster	1.6, 2.3
52.	11 Westfield Drive, Doncaster	1.2, 1.3, 1.4, 2.1, 2.2

Submitter Number	Address	Issues raised as per Attachment 1
53.	21 Roseville Avenue, Doncaster	1.1, 2.1
54.	11 Turana Street, Doncaster	2.1, 2.3, 3.4
55.	704/632 Doncaster Road, Doncaster	3.4
56.	201/632 Doncaster Road, Doncaster	1.7
57.	5 Robin Court, Doncaster	3.4
58.	5 Robin Court, Doncaster	3.4
59.	406/1 Grosvenor Street, Doncaster	2.3
60.	76 Carbine Street, Donvale	3.4
61.	52 Timber Ridge, Doncaster	3.4
62.	21 Kensington Place, Templestowe	3.4
63.	7 William Street, Bulleen	1.3, 3.4
64.	49 Olympus Drive, Templestowe Lower	1.5
65.	31 Westfield Drive, Doncaster	1.4
66.	214/1 Grosvenor Street, Doncaster	1.3
67.	46 Margorie Close, Bulleen	2.3
68.	1/86 King Street, Doncaster East	2.1
69.	25 Magnolia Drive, Templestowe Lower	1.3, 2.1, 2.2
70.	38 Brendan Avenue, Doncaster	3.4
71.	First Floor, 1193 Toorak Road, Camberwell	3.4
72.	305/1 Sovereign Point Court, Doncaster	1.6
73.	15 Westfield Drive, Doncaster	1.4, 3.4

Submitter Number	Address	Issues raised as per Attachment 1
74 and 74A.	122 George Street, Doncaster East	1.1, 1.3, 2.1, 3.4
75.	No submission	N/A
76.	21 Glen Orchard Close, Templestowe	1.3, 2.1
77.	21 Glen Orchard Close, Templestowe	1.4, 1.5, 1.8, 2.1, 3.4
78.	402/1 Sovereign Point Court, Doncaster	1.5
79.	7 Sophora Court, Templestowe Lower	
80 and 80A.	17A Westfield Drive, Doncaster	1.2, 2.1
81.	2/36 Westfield Drive, Doncaster	1.4, 3.4
82.	632-640 Doncaster Road, Doncaster	1.7
83.	402/1 Sovereign Point Court, Doncaster (Petition lead with 58 signatories)	1.6
84.	69 Williamsons Road, Doncaster	1.1, 1.5, 3.1
85.	805/1 Grosvenor Street, Doncaster	2.1, 2.2
86.	6/38 Westfield Drive, Doncaster	1.4
87.	Address not provided	1.3, 2.1

Amendment C104 - Summary of Categorised Submissions

Attachment 1

RECOMMENDATIONS TO AMENDMENT C104 DOCUMENTATION (2)

AMENDMENT C104 RECOMMENDATION No: 1

Amend the current wording in proposed Development Plan Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, as follows:

~~Environmental~~ Sustainability Plan

~~Assessment of the environmental~~sustainability outcomes sought for the proposed development, and ~~sustainability initiatives proposed~~, including:

- ~~Identification of~~sustainability outcomes sought by the Manningham Planning Scheme ~~and initiatives/measures to deliver these outcomes.~~
- 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; waste; materials; and emissions, ~~and how the Development Plan proposal addresses these.~~
- Incorporation of ~~at~~ Australian 'best-practice', sustainable design, ~~construction and operation.~~
- Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications.

Add:

~~Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.2 Rating tool, or subsequent version, for a minimum 4-star outcome for the expansion area and new 'gateway building' (and not for the existing centre).~~

And amend the last sentence in this section with:

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

AMENDMENT C104 RECOMMENDATION No: 2

Amend the current wording in the proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, with:

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

DRAFT DEVELOPMENT PLAN RECOMMENDATIONS (9)**DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 1:**

Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include the requirement for the installation of surveillance cameras at key locations to manage the safety of bus patrons.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 2:

Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of energy efficient heating for passenger comfort.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 3

Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of information on bus routes.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 4:

Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.

<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 5</p> <p>Amend Section 3.6 Integrated Transport Plan of the draft Development Plan to ensure that wayfinding signage is included as part of providing accessibility into and within the Centre.</p>
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 6</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 7</p> <p>Proponent to investigate the feasibility of extending the proposed ‘Keep Clear’ line marking on Williamsons Road at the Sovereign Point Court intersection to include the two right turn lanes in consultation with VicRoads and Council and amend the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p>
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 8</p> <p>Amend section 3.10 Ecologically Sustainable Development of the draft Development Plan to reflect the relevant sustainability plan commitments.</p>
<p>OTHER OFFICER RECOMMENDATIONS NOT RAISED IN SUBMISSIONS</p>
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 9</p> <p>Amend the draft Development Plan at <i>Section 3.6 Integrated Transport Plan</i> to identify all the proposed roadworks on one aerial map, similar to that shown as the ‘Overall Concept Layout’ in the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2017)</i></p>
<p>OTHER RECOMMENDED ACTIONS (17)</p>
<p>OTHER RECOMMENDED ACTION No.1:</p> <p>Council / Proponent to work with VicRoads and PTV to ensure that adequate bus signal phases are provided.</p>

<p>OTHER RECOMMENDED ACTION No 2:</p> <p>Council to continue to implement actions identified in the <i>Doncaster Hill Mode Shift Plan (2014)</i> to encourage a mode shift to sustainable transport modes.</p>
<p>OTHER RECOMMENDED ACTION No. 3:</p> <p>Council officers to continue advocating to Transport for Victoria (TFV) for improved connectivity between all bus services within Doncaster Hill.</p>
<p>OTHER RECOMMENDED ACTION No. 4:</p> <p>Council officers to continue advocating to the State Government for the provision of rail to Doncaster Hill.</p>
<p>OTHER RECOMMENDATION No. 5:</p> <p>At the planning permit stage, the Proponent to provide functional layout plans, detailing the signalised intersection, including the provision of a southbound bus jump lane.</p>
<p>OTHER RECOMMENDATION No. 6</p> <p>Council officers to work with Westfield to improve natural surveillance in and around the Centre.</p> <p>Council officers to investigate pedestrian access from the bus interchange to the residential areas to the east as part of the Doncaster Hill <i>Behaviour Change Plan (2015)</i>.</p>
<p>OTHER RECOMMENDED ACTION No. 7</p> <p>Council officers will continue to monitor the parking occupancy within the local road network.</p>

OTHER RECOMMENDED ACTION No. 8

Investigate provision of a U-turn to allow access to the west side of Tram Road as part of the review of the *Doncaster Hill Developer Contributions Plan 2005*.

OTHER RECOMMENDATION No. 9

It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).

OTHER RECOMMENDED ACTION No 10:

Subject to the approval of Amendment C104 to the Manningham Planning Scheme and the adoption of the Westfield Doncaster Development Plan by Council, investigate the need to review the current height and other requirements, as set out in Schedule 1 to the Activity Centre Zone (ACZ1 for Sub-precinct 4D, as it applies to 36-40 Westfield Drive, Doncaster.

OTHER RECOMMENDED ACTION No. 11

At the planning permit stage, the Proponent to work with VicRoads and Council to ensure that adequate green time is provided for the "U" turn facility, in particular during the school peak drop off and pick up periods.

OTHER RECOMMENDED ACTION No. 12

Council officers to review the Frederick Street road closure as part of the review of the current *Doncaster Hill Development Contributions Plan (2005)*.

OTHER RECOMMENDED ACTION No. 13

Council officers to consult with VicRoads regarding the facilitation of increased 'green time' at the Doncaster Road and Council Street traffic signals to facilitate the possible increase in "U" turn movements, to assist right turns into Frederick Street from the west.

OTHER RECOMMENDED ACTION No. 14

Council officers to consult with VicRoads regarding the installation of detector loops to assist with left turns out of Frederick Street.

OTHER RECOMMENDED ACTION No. 15

Council to advocate with VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.

OTHER RECOMMENDED ACTION No. 16

Prior to Council formally approving any Development Plan for the Centre, Scentre Group should provide Council with written confirmation from an appropriately qualified expert that there are no constraining environmental factors at this location or on other parts of the site proposed to be redeveloped that would impact upon or affect the use and development of the land as envisaged in the draft Development Plan.

OTHER RECOMMENDED ACTION No. 17

At the planning permit stage, Council to refer any relevant application for permit/s to its constituted Access and Equity Advisory Committee, or a working group of its members.



MANNINGHAM

Planning and Environment Act 1987
MANNINGHAM PLANNING SCHEME
Notice of the preparation of an amendment
Amendment C104

The Manningham City Council has prepared Amendment C104 to the Manningham Planning Scheme.

The land affected by the amendment is 619 Doncaster Road, Doncaster and 20-34 Westfield Drive, Doncaster.

Amendment C104 to the Manningham Planning Scheme proposes to:

- 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 Clause 43.03 and 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 20-34 Westfield Drive, 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 Scentre Group 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;
- Amend the schedule to clause 61.03 to delete reference to map 7IPO and to introduce 7RXO; 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'.

A Development Plan has also been submitted for review, as contemplated by DPO4.

You may inspect the amendment, the Development Plan, any documents that support the amendment and the Explanatory Report about the amendment, free of charge, at the following locations:

- during office hours, at the office of the planning authority, Manningham City Council, 699 Doncaster Road, Doncaster
- online at www.yoursaymanningham.com.au/Amendment-C104
- at the Doncaster/The Pines/Bulleen/Warrandyte branch libraries and the Box Hill branch library
- at the Department of Environment, Land, Water and Planning website www.delwp.vic.gov.au/public-inspection.

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the *Planning and Environment Act 1987*, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is 12 January 2018. A submission must be sent to the
 Manager City Strategy
 Manningham City Council
 PO Box 1
 DONCASTER VIC 3108

or submitted online at www.yoursaymanningham.com.au/Amendment-C104

The planning authority must make a copy of every submission available at its office for any person to inspect free of charge for two months after the amendment comes into operation or lapses.

WARWICK WINN
 Chief Executive Officer

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 and 20-34 Westfield Drive, Doncaster, which is known as Westfield Doncaster. The Amendment also applies to the land at 1 Grosvenor Street, Doncaster.

A mapping reference table is attached at Attachment 1 to this Explanatory Report.

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, and 20-34 Westfield Drive, 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 Clause 43.03 and 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 20-34 Westfield Drive, 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 Scentre Group 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;
- Amend the schedule to clause 61.03 to delete reference to map 7IPO and to introduce 7RXO; 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*'.

A Development Plan has also been submitted for review, as contemplated by DPO4.

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 an area not less than 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. Views of relevant agencies will also be sought through the public exhibition process.

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, the Development Plan and any documents that support the amendment are available for public inspection, free of charge, at the following places:

- During office hours, at the office of the planning authority, Manningham City Council, 699 Doncaster Road, Doncaster;
- Online at www.yoursaymanningham.com.au/Amendment-C104
- At the Doncaster, The Pines, Bulleen and Warrandyte branch libraries and the Box Hill branch library

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

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 12 January 2018. A submission must be sent to:

Manager City Strategy
Manningham City Council
PO Box 1
Doncaster VIC 3108

or submitted online at: www.yoursaymanningham.com.au/Amendment-C104

Panel hearing dates

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

- directions hearing: week commencing 26 March 2018
- panel hearing: week commencing 30 April 2018

ATTACHMENT 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Manningham	619 Doncaster Road, Doncaster and 20-34 Westfield Drive, Doncaster	Manningham C104 001dpoMapx Exhibition Manningham C104 002ipMapx Exhibition Manningham C104 003rxoMapx Exhibition

MANNINGHAM PLANNING SCHEME

21.09 ACTIVITY CENTRES AND COMMERCIAL AREAS

23/07/2015
C109
[Proposed C104](#)

21.09-1

19/06/2014
C105
[Proposed C104](#)

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:

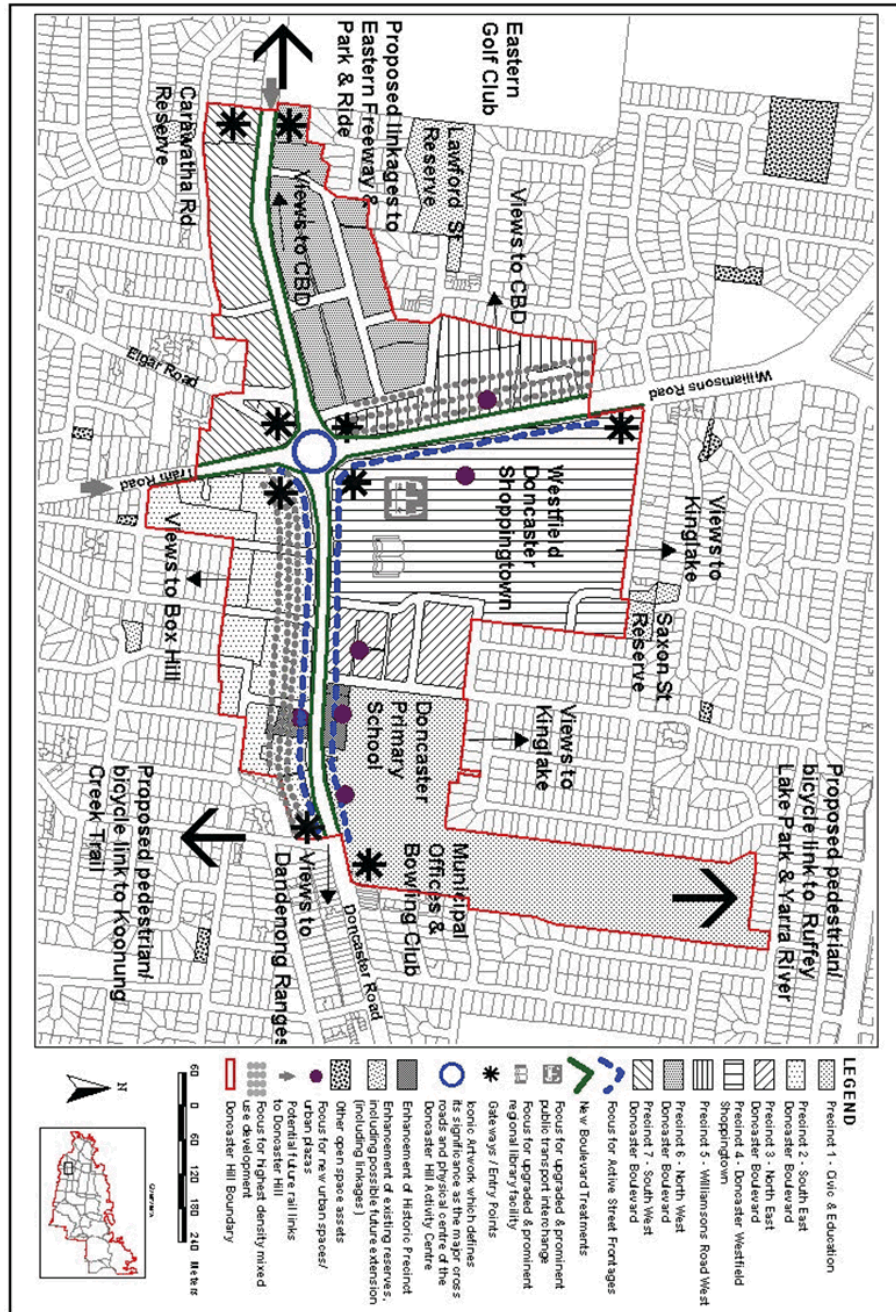
- To implement the objectives of Melbourne 2030 in respect of Principal Activity Centres as a focus for retail, social, commercial, entertainment, civic and residential uses.
- [To facilitate the future expansion of Westfield Doncaster to provide an economically viable and sustainable precinct with retail, 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.

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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.

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Map 1 - Doncaster Hill Strategic Framework Plan



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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.

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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 Doncaster Shoppingtown](#) will be better integrated into Doncaster Hill Activity Centre and the surrounding community. Future developments [of at Westfield Doncaster Shoppingtown](#) 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

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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

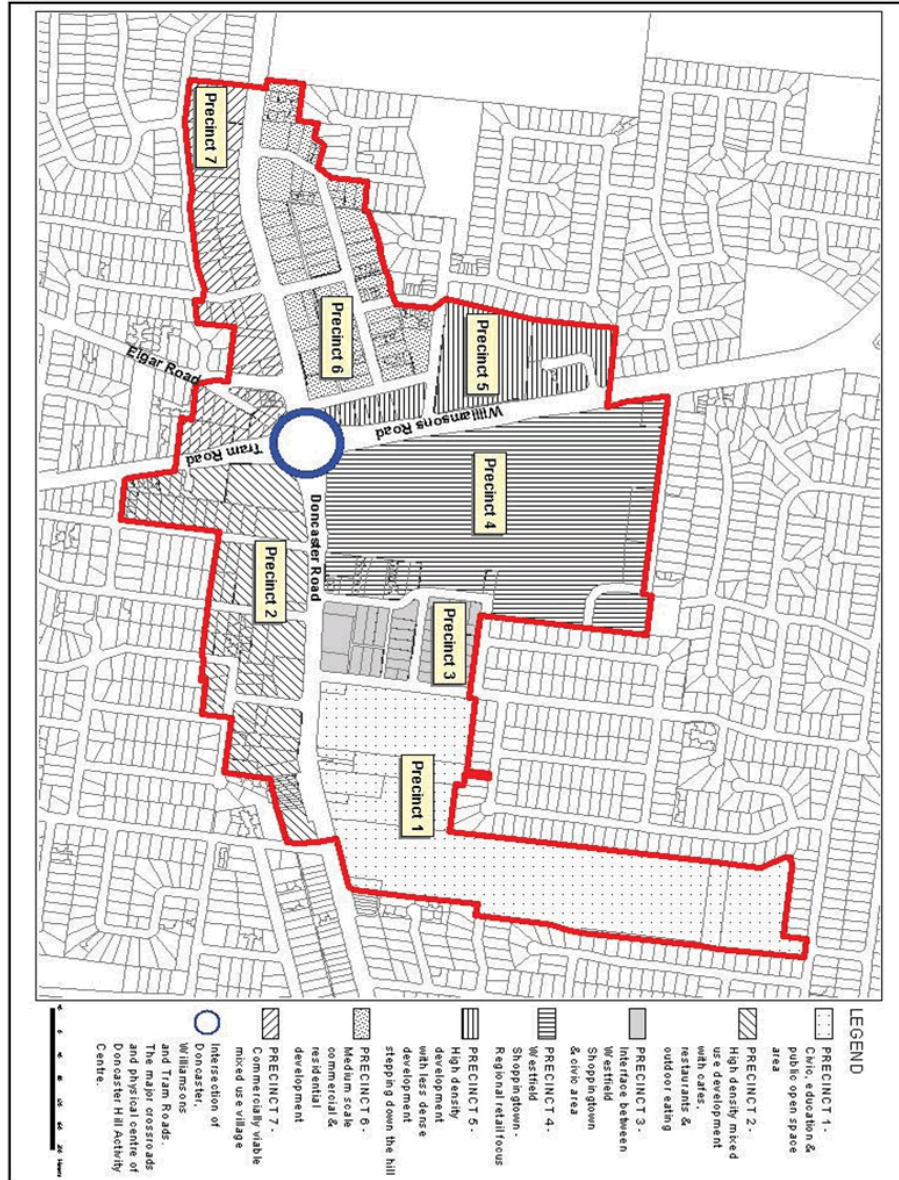
The Strategy supports the provision of iconic artwork at the intersection which:

- 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.

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Map 2 - Location of Doncaster Hill Activity Centre Precincts



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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.

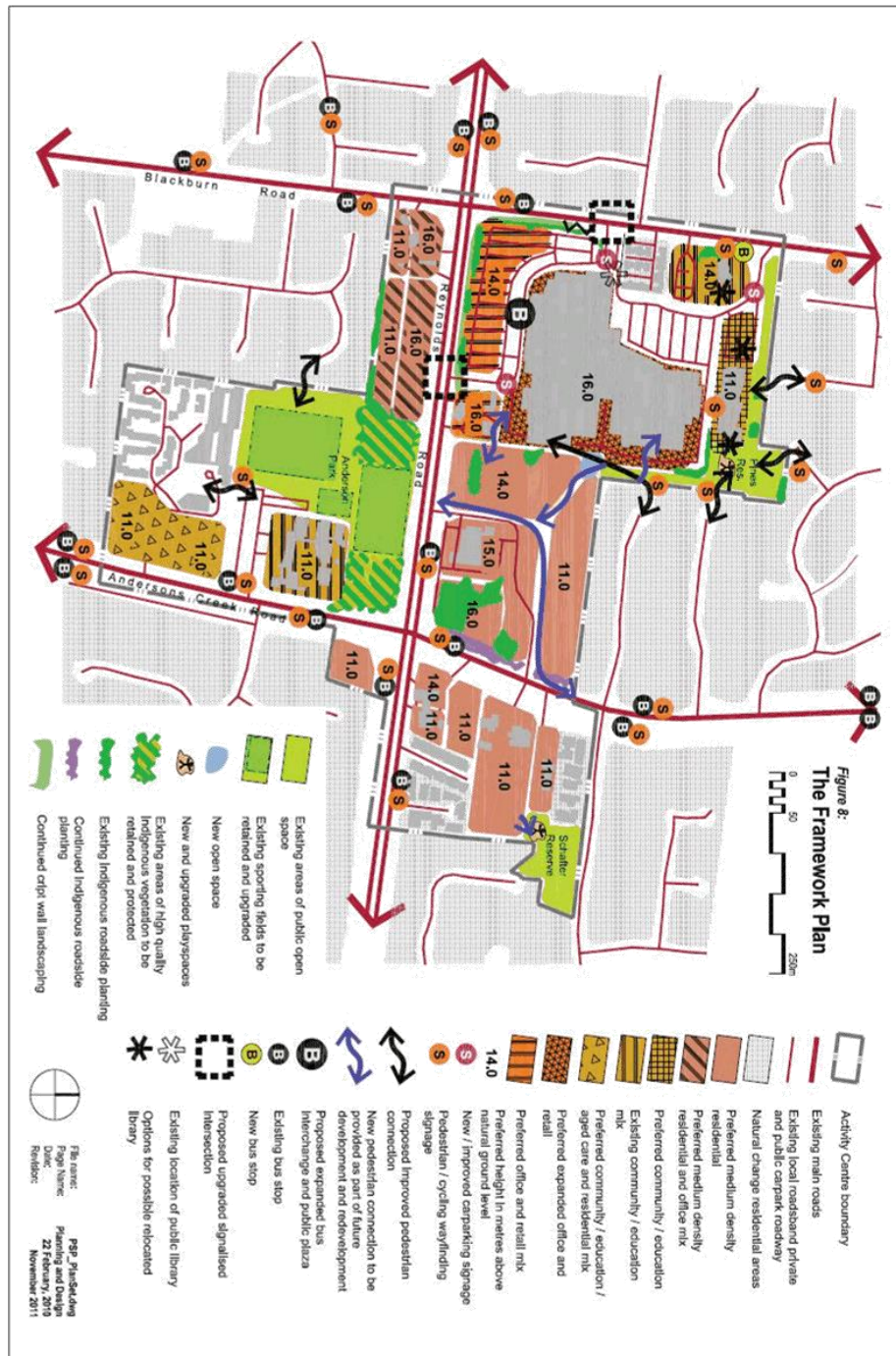
Key Strategic Objectives are:

- 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.

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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)

23/07/2015
C108
Proposed
C104

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.

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- To encourage the location of commercial and retail development within the Doncaster Hill Activity Centre.
- [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.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

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.
- [Facilitate the expansion of Westfield Doncaster in accordance with an approved Development Plan.](#)
- [Facilitate the establishment of a gateway building at the south-east corner of Williamsons Road and Westfield Drive.](#)
- [Support visual, functional and capacity improvements to the Williamsons Road bus interchange facility.](#)

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- 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.
- 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.

MANNINGHAM PLANNING SCHEME

- 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.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

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*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*).
- 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.

MANNINGHAM PLANNING SCHEME

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

21.09-323/07/2015
C108**Major Activity Centre (The Pines, Doncaster East)****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.

MANNINGHAM PLANNING SCHEME

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.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

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.

MANNINGHAM PLANNING SCHEME

- 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 polyanthemos (Red Box) trees, complemented by indigenous vegetation.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

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.

MANNINGHAM PLANNING SCHEME

- 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*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*).

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

19/06/2014
C105
Proposed
C104

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.

Objectives

- To maintain the role of Neighbourhood Activity Centres to meet local convenience needs.

MANNINGHAM PLANNING SCHEME

- 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.

MANNINGHAM PLANNING SCHEME

- Preparing Special Rates and Charges Schemes to enhance Neighbourhood Activity Centres in accordance with the *Manningham Activity Centre Strategy* (2005).

21.09-519/06/2014
C105**Local Activity Centres****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.

MANNINGHAM PLANNING SCHEME

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*).
- 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.

21.09-623/07/2015
C108**Commercial areas****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.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

MANNINGHAM PLANNING SCHEME

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.
- 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.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

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*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*).

MANNINGHAM PLANNING SCHEME

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.

I **21.09-7**
23/07/2015
C108

Reference documents

- 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 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.
- Symplan (2014) *City of Manningham Problem Gambling (Electronic Gaming Machines) Study: Part Three - Planning Policy Framework and Local Planning Policy*.

MANNINGHAM PLANNING SCHEME

05/06/2014
GC6
Proposed
C104

SCHEDULE 1 TO CLAUSE 37.08 THE ACTIVITY CENTRE ZONE

Shown on the planning scheme map as ACZ1.

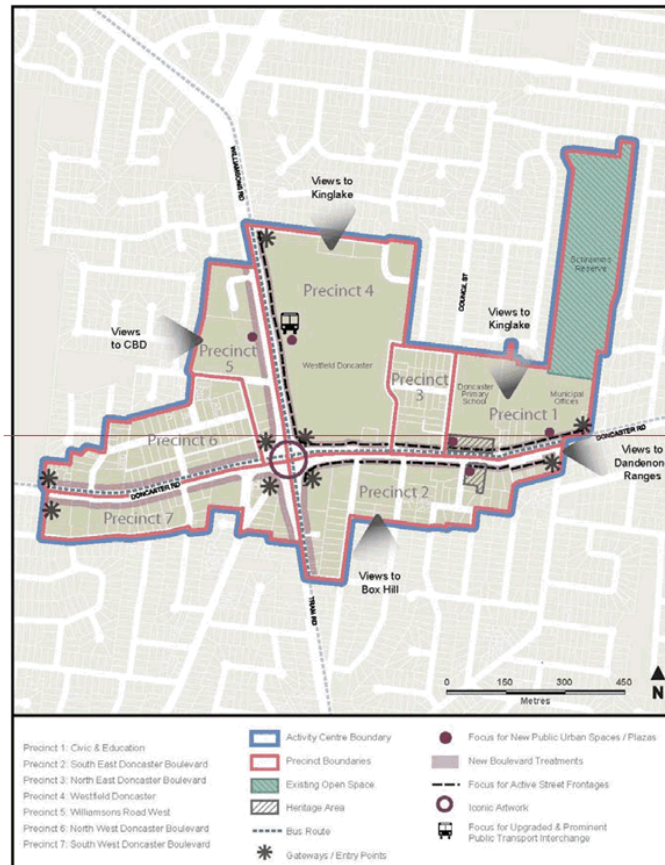
DONCASTER HILL PRINCIPAL ACTIVITY CENTRE

1.0

03/06/2010
CB7
Proposed
C104

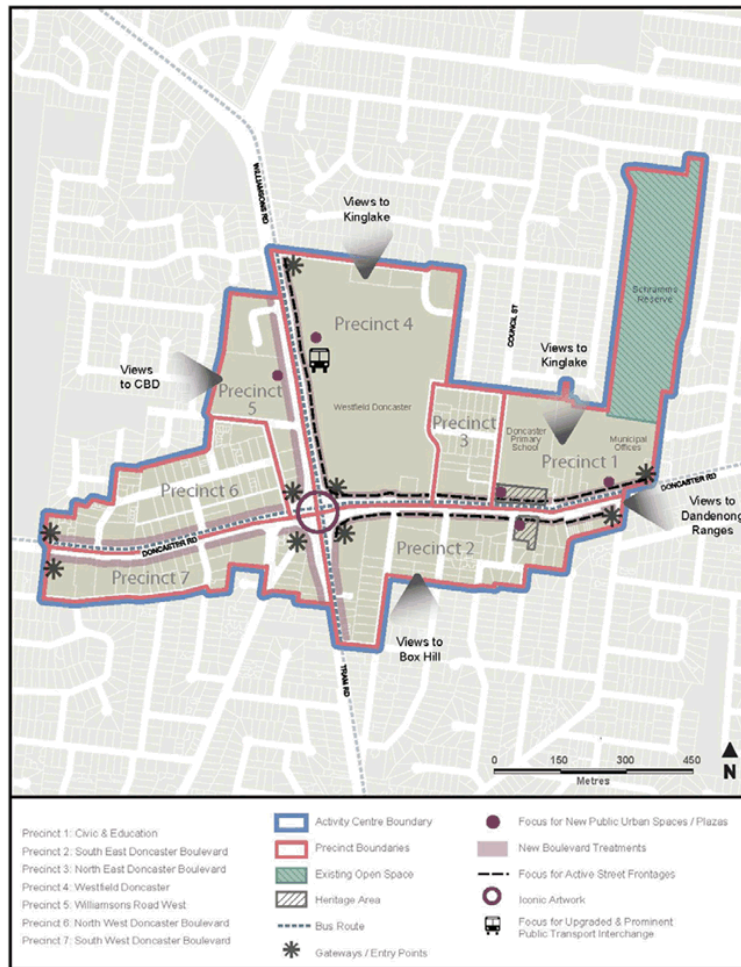
Doncaster Hill Framework Plan

Existing Doncaster Hill Framework Plan - To be replaced with new plan as follows to reflect the relocation of the bus interchange and new public urban space/plaza



MANNINGHAM PLANNING SCHEME

New plan to form part of changes introduced as part of Amendment C104



2.0

17/09/2009
VC59
Proposed
C104

Land use and development objectives to be achieved

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

MANNINGHAM PLANNING SCHEME

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.
- 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.

MANNINGHAM PLANNING SCHEME

- 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
Accommodation (other than Camping and caravan park, Caretaker's house, Corrective institution and Dwelling)	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.
Caretaker's house	
Dry cleaner	Must be in Precincts 4 or 2A.
Dwelling	
Education centre	Must be in Precinct 1.
Food and drink premises (other than Hotel and Tavern)	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 not limited to ground floor level.
Home occupation	
Leisure and recreation (other than Open	

MANNINGHAM PLANNING SCHEME

Use	Condition
sports ground, Restricted recreation facility, Major sports and recreation facility and Motor racing track)	
Laundromat	Must be located in Precincts 4 or 2A.
Market	Must be located in Precinct 1.
Minor utility installation	
Office	<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>
Open sports ground	Must be located in Precinct 1.
Postal agency	
Railway	
Restricted recreation facility	Must be located in Precinct 1.
Shop (other than Adult sex book shop)	Must be located in Precincts 4 or 2A.
Tramway	
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.
Section 2 - Permit required	
Use	Condition
Adult sex bookshop	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.
Commercial display area	
Food and drink premises (other than Hotel and Tavern) – if the Section 1 condition is not met	<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>
Hotel	Must be in conjunction with one or more other uses in section 1 or 2.
Office – if the Section 1 condition is not met	<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>
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.

MANNINGHAM PLANNING SCHEME

Use	Condition
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 provisions03/06/2010
C87**4.1 Use of land**03/06/2010
C87

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 Subdivision03/06/2010
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 works03/06/2010
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 development03/06/2010
C87
Proposed
C104**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.

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- 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.

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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) along Williamsons Road, 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 along Williamsons Road will be detailed in a Development Plan prepared and approved pursuant to Schedule 4 of the Development Plan Overlay.

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.

Landscape design

Landscape design must:

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

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- 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.

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5.0 Precinct provisions

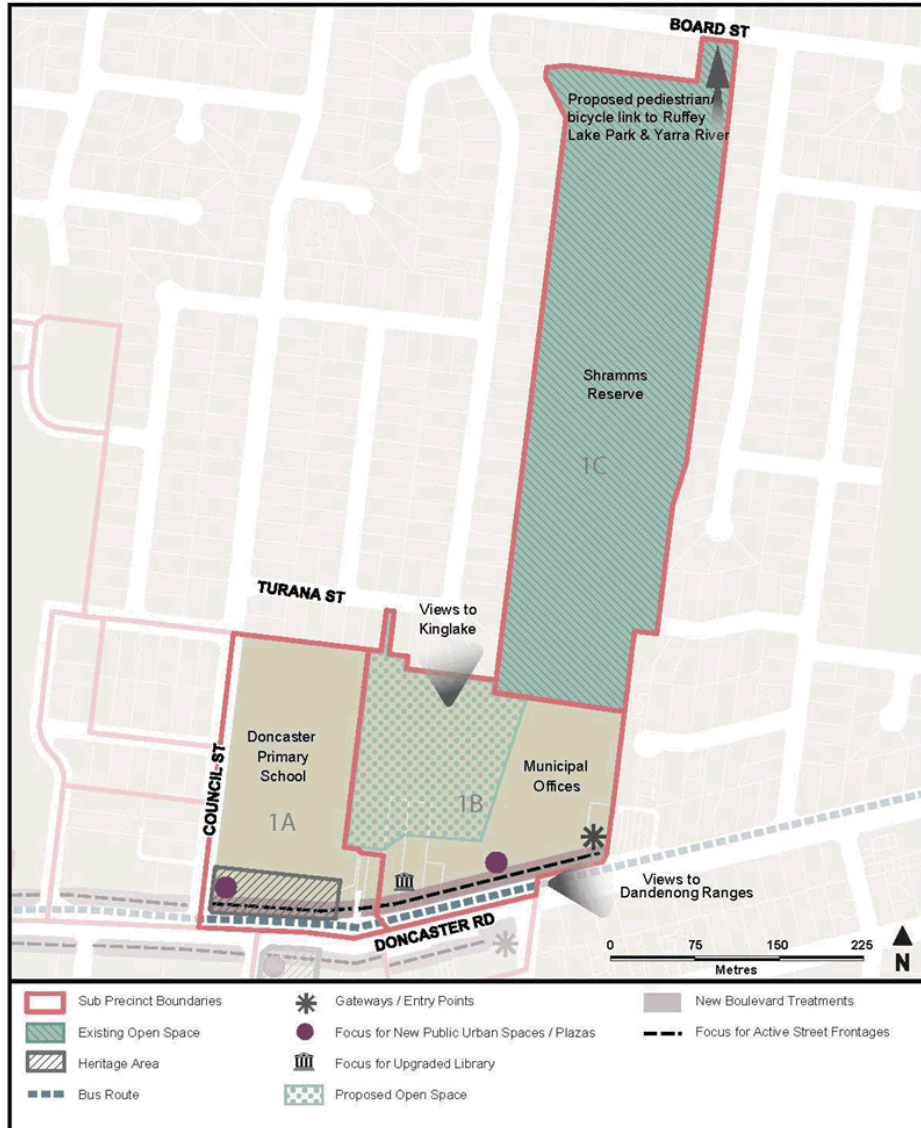
03/06/2010
C87

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.

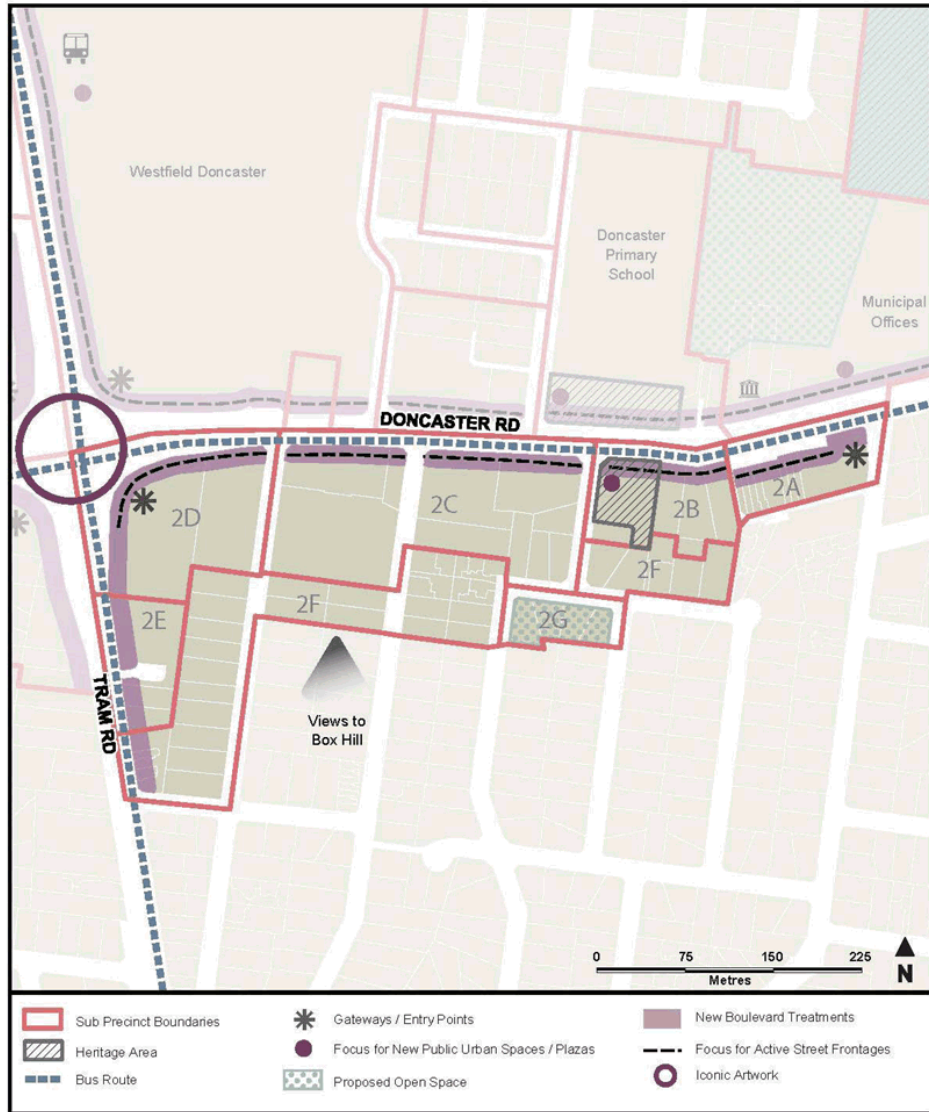
MANNINGHAM PLANNING SCHEME

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 Precinct objectives

17/09/2009
VC59

- 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 Precinct requirements

03/06/2010
C87

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.

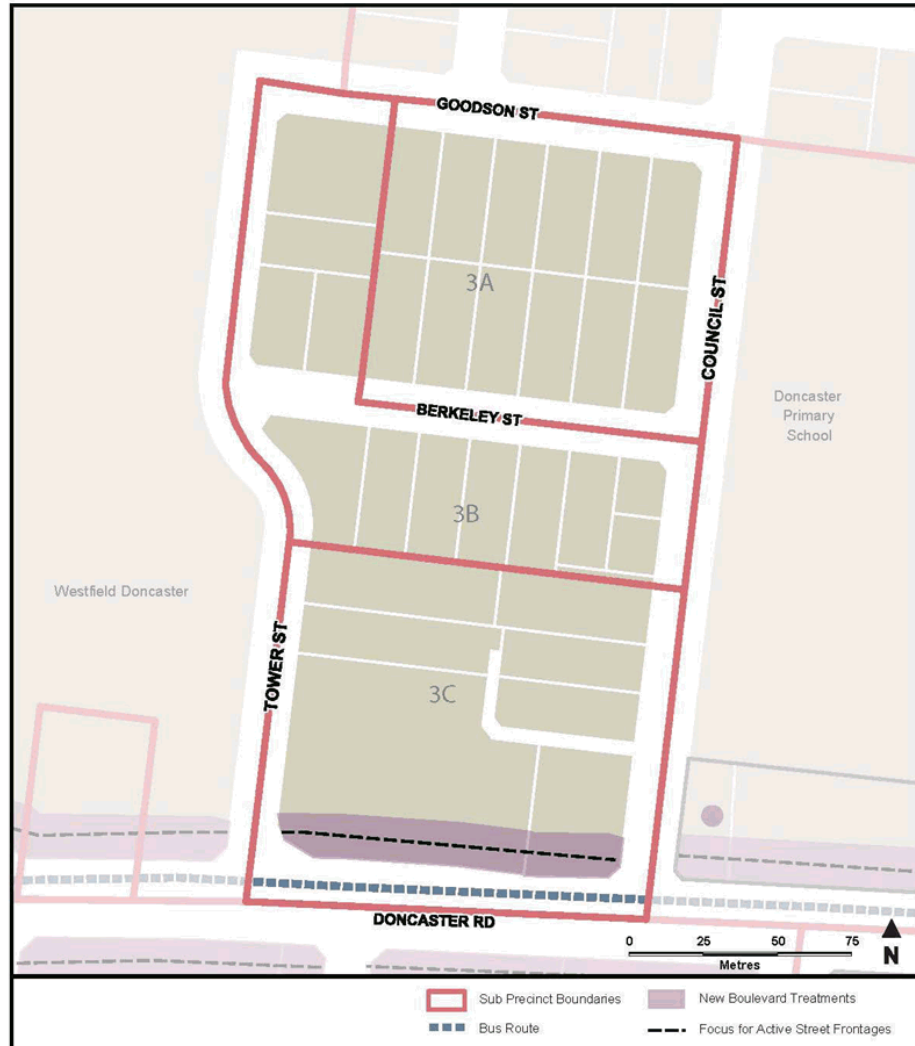
MANNINGHAM PLANNING SCHEME

5.3 Precinct 3: North East Doncaster Boulevard

03/06/2010
CB7

5.3-1 Precinct map

03/06/2010
CB7



MANNINGHAM PLANNING SCHEME

5.3-2 Precinct objectives

17/09/2009
VC59

- 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 Precinct requirements

03/06/2010
C87

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 Precinct guidelines

17/09/2009
VC59

- 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 Any other requirements

17/09/2009
VC59

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.

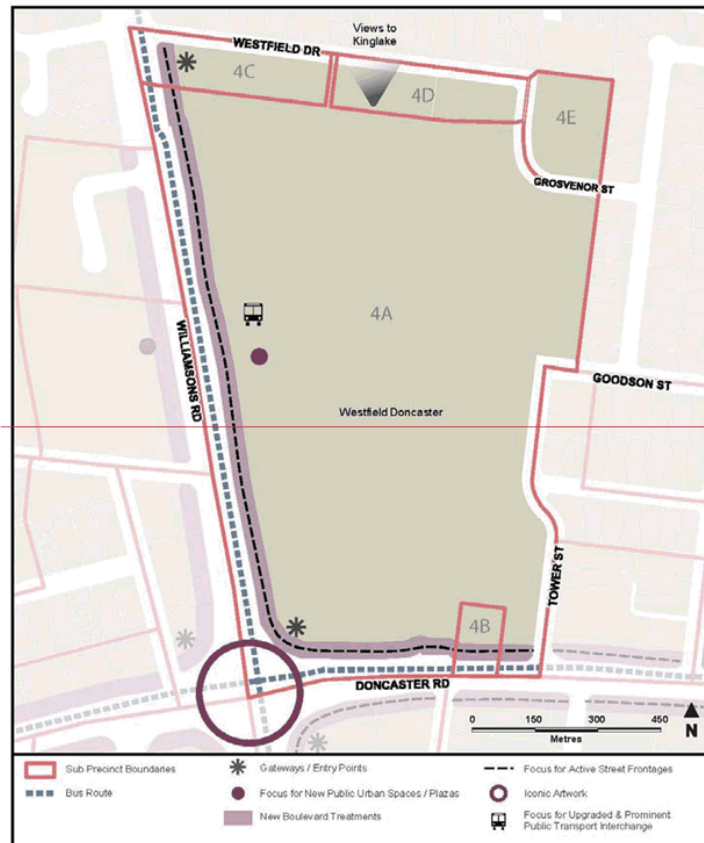
In the area between Berkeley Street, Tower Street, Goodson Street and Council Street, development must not occur on land with an area of less than 2,000 square metres.

MANNINGHAM PLANNING SCHEME

5.4 Precinct 4: Westfield Doncaster
03/06/2010
C87

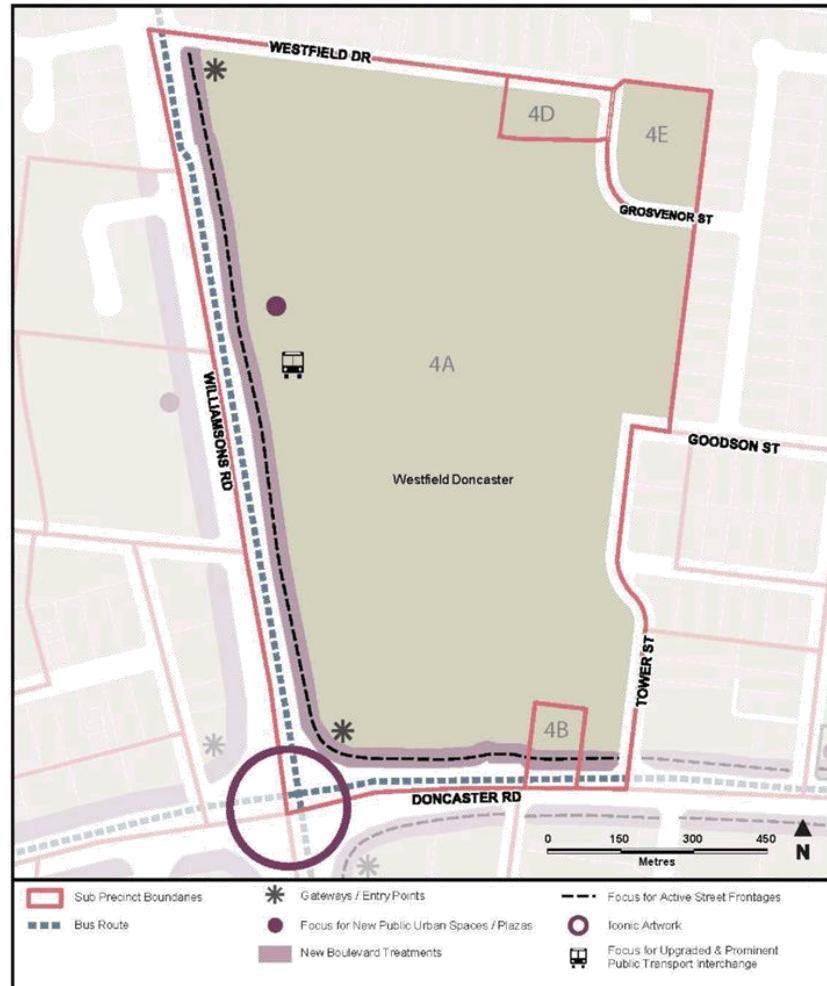
5.4-1 Precinct map
03/06/2010
C87
Proposed
C104

Existing Precinct 4 Map - To be replaced with new map as follows to reflect the relocation of the bus interchange and new public urban space/plaza, removal of sub-precinct 4C and incorporation of the site at 20-34 Westfield Drive, Doncaster into sub-precinct 4A



MANNINGHAM PLANNING SCHEME

New map to form part of changes introduced as part of Amendment C104



MANNINGHAM PLANNING SCHEME

5.4-2

17/09/2009
VC59
Proposed
C104

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
Proposed
C104

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.

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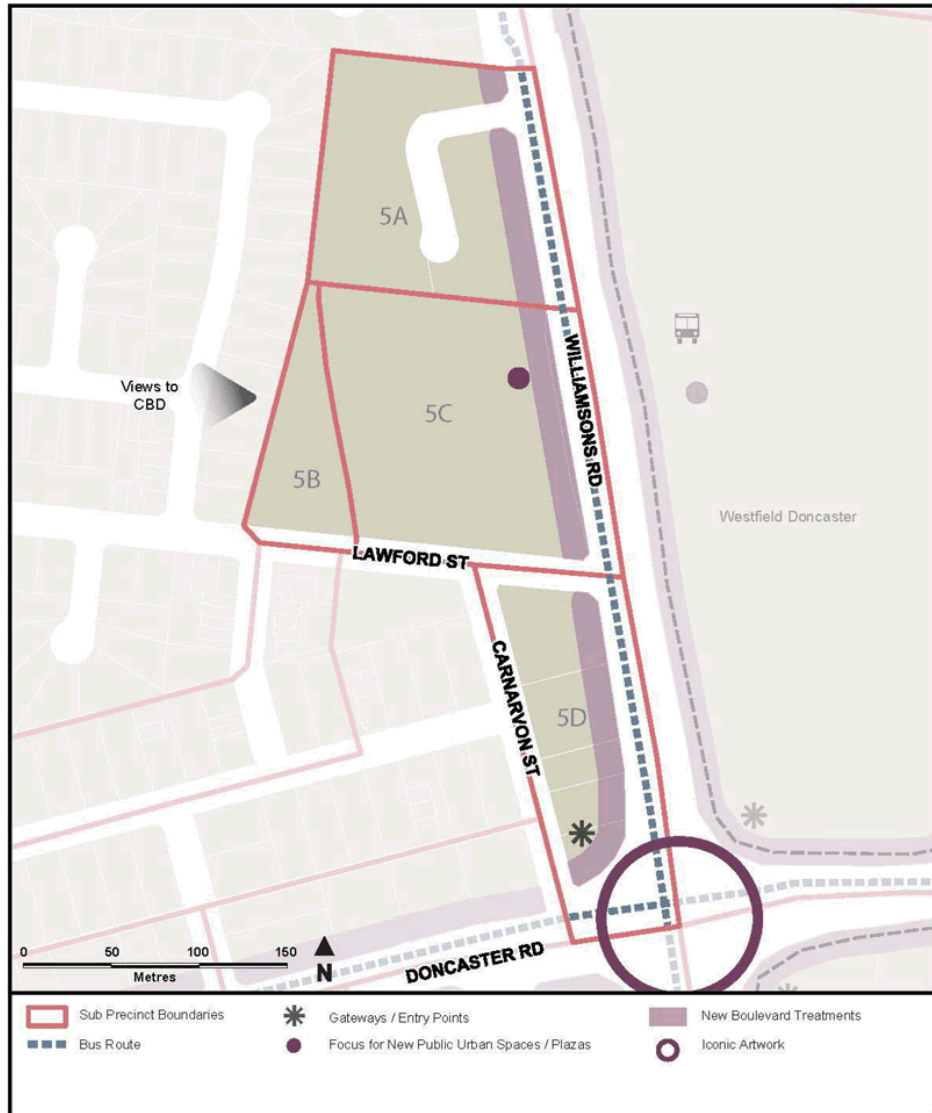
- Future building form is to maximise the north-east aspect and views, and vistas to the CBD.
- External spaces should directly link to Williamsons Road and Doncaster Road where appropriate.

5.5 Precinct 5: Williamsons Road West

03/06/2010
CB7

5.5-1 Precinct map

03/06/2010
CB7



MANNINGHAM PLANNING SCHEME

5.5-2 Precinct objectives

17/09/2009
VC59

- 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 Precinct requirements

03/06/2010
C87

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 Precinct guidelines

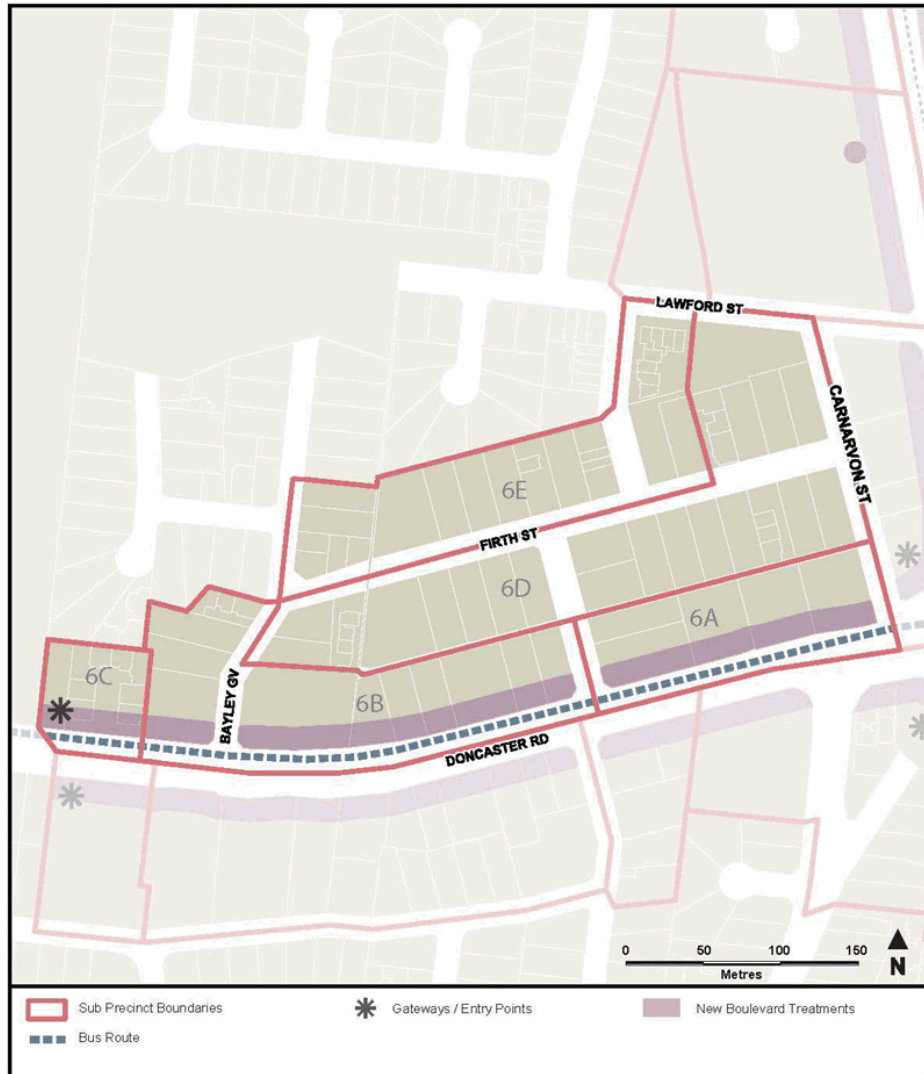
17/09/2009
VC59

- 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.

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5.6 Precinct 6: North West Doncaster Boulevard
03/06/2010
CB7

5.6-1 Precinct map
03/06/2010
CB7



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

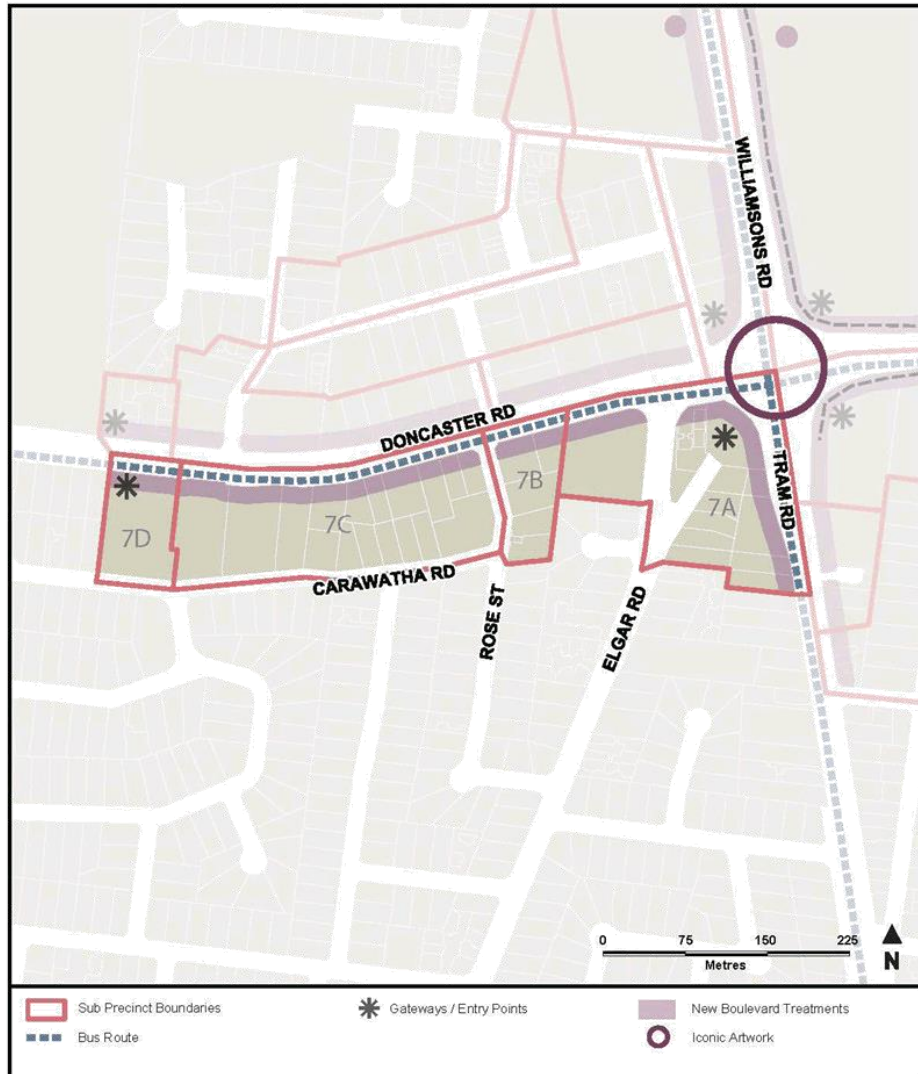
Precinct guidelines

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

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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.

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6.0

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 C87
 Proposed
 C104

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.

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- 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.

7.017/09/2009
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.

8.003/06/2010
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.

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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.

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9.0 Advertising Signs

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Proposed
C104

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) along Williamsons Road. For land in Precinct 4A (Westfield Doncaster) along Williamsons Road, 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.

10.0 Other provisions of the scheme

--/20--
Proposed
C104

None specified.

11.0 Reference documents

17/09/2009
Proposed
C104

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

MANNINGHAM PLANNING SCHEME

DD/MM/YYYY
Proposed
C104**SCHEDULE 4 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO4****WESTFIELD DONCASTER DEVELOPMENT PLAN****1.0 Requirement before a permit is granted**DD/MM/YYYY
Proposed
C104

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
- Removal of vegetation
- 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 permitsDD/MM/YYYY
Proposed
C104

The following requirements apply to permits.

An application 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 45.09s1, 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 Green Travel Plan to support the reduction of requirements for staff parking on the site.

MANNINGHAM PLANNING SCHEME

The following conditions apply to permits.

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 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:

- 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)**
- the facility is to be finished to the extent ready for internal fit out by Council at its own cost;
- the facility is to have all utilities available and connected;
- the facility is to be used for community purposes;
- the transfer or lease as the case may be must be at not ongoing cost to Council other than a peppercorn consideration or peppercorn rent as the case may be;
- no outgoings are to be charged to the facility save for the utilities;
- any planning permits required for the use of the facility are the responsibility of Council to obtain;
- signage is the responsibility of Council but must adhere to centre requirements; and
- any other matters which the parties agree to.

3.0

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Proposed
C104

Requirements for development plan

The Development Plan may be prepared and amended in stages with the agreement of the Responsible Authority. 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.

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- 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

MANNINGHAM PLANNING SCHEME

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.

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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 Criteria
 - 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 45.09s1, 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

Sustainability Plan

- Sustainability outcomes sought for the proposed development, and sustainability initiatives proposed including:
 - Sustainability outcomes sought by the Manningham Planning Scheme and initiatives / measures to deliver these outcomes.
 - 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; waste; materials; and emissions and how the proposal addresses these.
 - Incorporation of Australian 'best-practice' sustainable design, construction and operation.
 - Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications

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Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.2 Rating tool.

Any actions and recommendations from the 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.

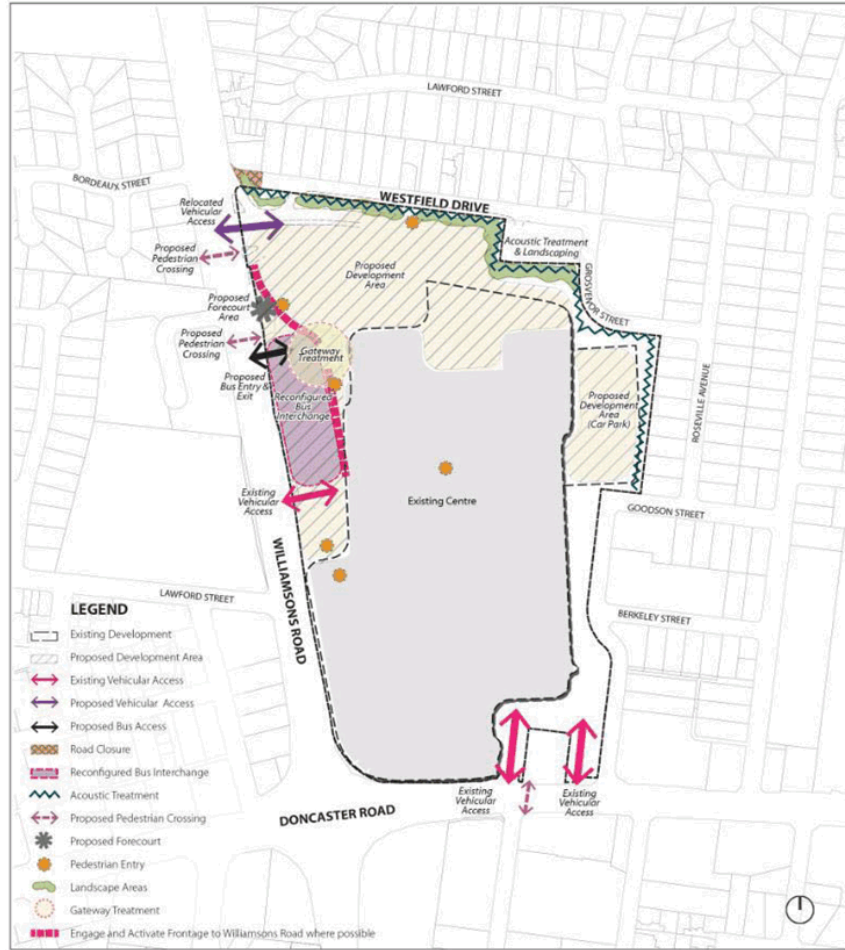
Social Impact Report

- 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

MANNINGHAM PLANNING SCHEME

4.0 Concept Plan

DD/MM/YYYY
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45.0419/01/2008
VC37**ROAD CLOSURE OVERLAY**

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.

45.04-119/01/2008
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.

45.04-219/01/2008
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.

MANNINGHAM PLANNING SCHEME

19/01/2008
VC37
Proposed
C104

SCHEDULE 1 TO CLAUSE 45.06 THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1**

DONCASTER HILL DEVELOPMENT CONTRIBUTIONS PLAN

1.0

19/01/2008
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

19/01/2008
VC37

Summary of costs

Facility	Total cost	Time of provision	Actual cost contribution attributable to development	Proportion of cost attributable to development
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%
TOTAL	\$32,547,783		\$13,218,329	41%

MANNINGHAM PLANNING SCHEME

3.0 Summary of contributions

19/01/2008
VC37

LEVIES PAYABLE BY THE DEVELOPMENT

FACILITY	LEVIES PAYABLE BY THE DEVELOPMENT		COMMUNITY INFRASTRUCTURE		ALL INFRASTRUCTURE	
	DEVELOPMENT INFRASTRUCTURE		RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL
	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
TOTAL	\$1239	\$855	\$900	None specified	\$2139	\$855

4.0 Land or development excluded from development contributions plan

19/01/2008
VC37

[Proposed C104](#)

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.

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- 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

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VC95
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C104

SCHEDULE 1 TO CLAUSE 45.09 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 Permit requirement

--/20--
Proposed
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None specified.

32.0 Number of car parking spaces required

19/04/2013
VC95
Proposed
C104

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>4.17</u>	<u>To each 100sqm of leasable floor area based on a whole-of-centre shop assessment at each nominated stage of the development.</u>

MANNINGHAM PLANNING SCHEME

43.0 Application requirements and decision guidelines for permit applications

19/04/2013
VC95
Proposed C104

For all applications

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those included in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority.

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)

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

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 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 ensures that the required car parking rate will be provided in a timely manner.
- 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.

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.

5.0 Financial contribution requirement

--/20--
Proposed
C104

None specified.

6.0 Requirements for a car parking plan

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Proposed
C104

None specified.

MANNINGHAM PLANNING SCHEME

7.0 Design standards for car parking

~~7.0~~
Proposed
C104

None specified.

8.0 Decision guidelines for car parking plans

~~8.0~~
Proposed
C104

None specified.

94.0 **Reference document**

19/04/2013
VC95

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

MANNINGHAM PLANNING SCHEME

29/10/2015
VC101
Proposed
C104

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

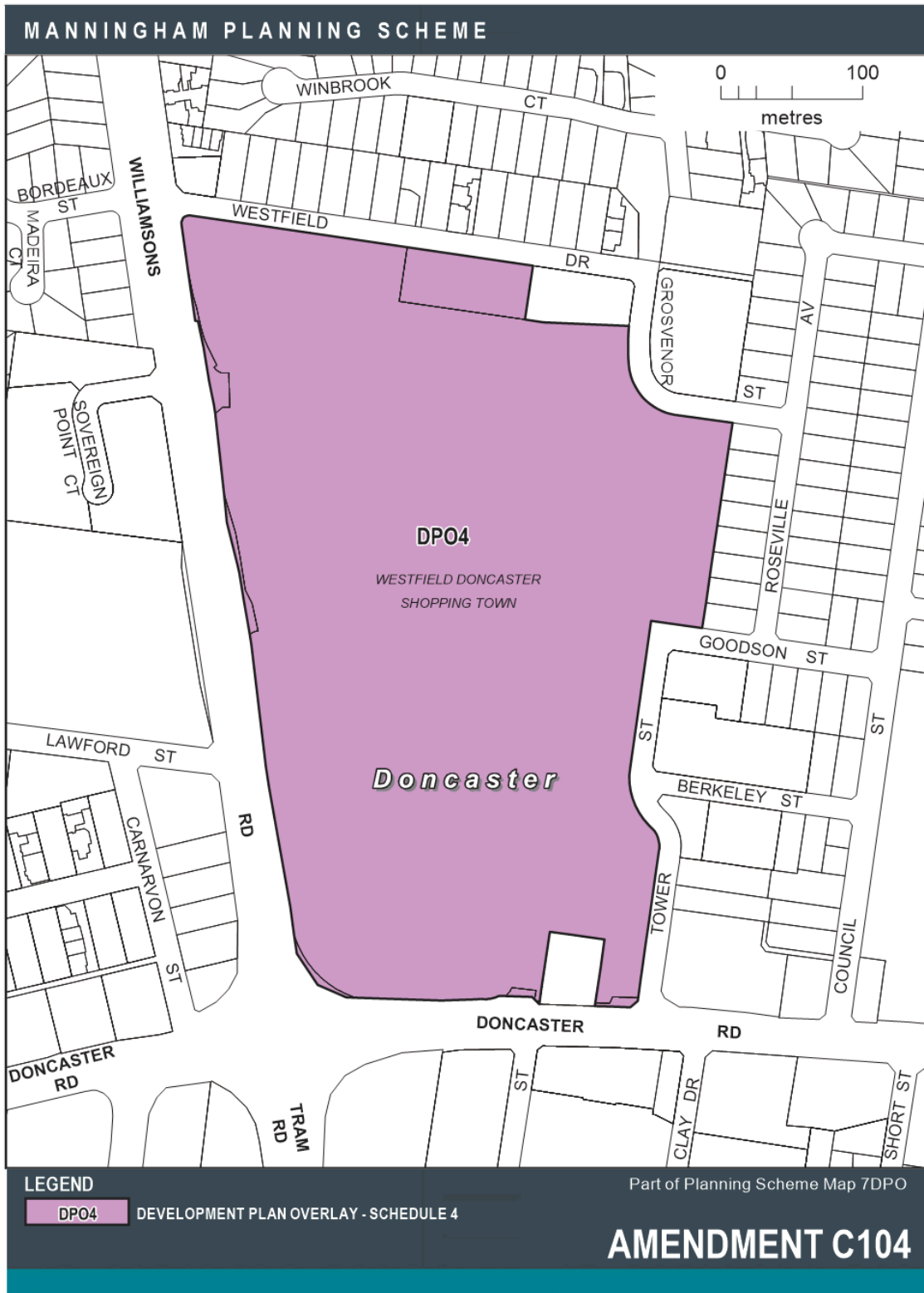
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- 3, 3DDO, 3ESO1, 3ESO, 3HO, 3LSIO, 3PAO, 3SBO, 3WMO, 3SLO1, 3SLO3, 3SLO6
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- 5, 5EMO, 5ESO, 5HO, 5LSIO, 5WMO, 5SLO1, 5VPO
- 6, 6DDO, 6DPO, 6EAO, 6ESO1, 6ESO, 6HO, 6LSIO, 6SBO, 6SLO5, 6VPO
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- 10, 10EMO, 10ESO, 10HO, 10LSIO, 10WMO
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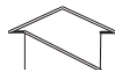
23/07/2015
C106
Proposed C104

SCHEDULE TO CLAUSE 81.01

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



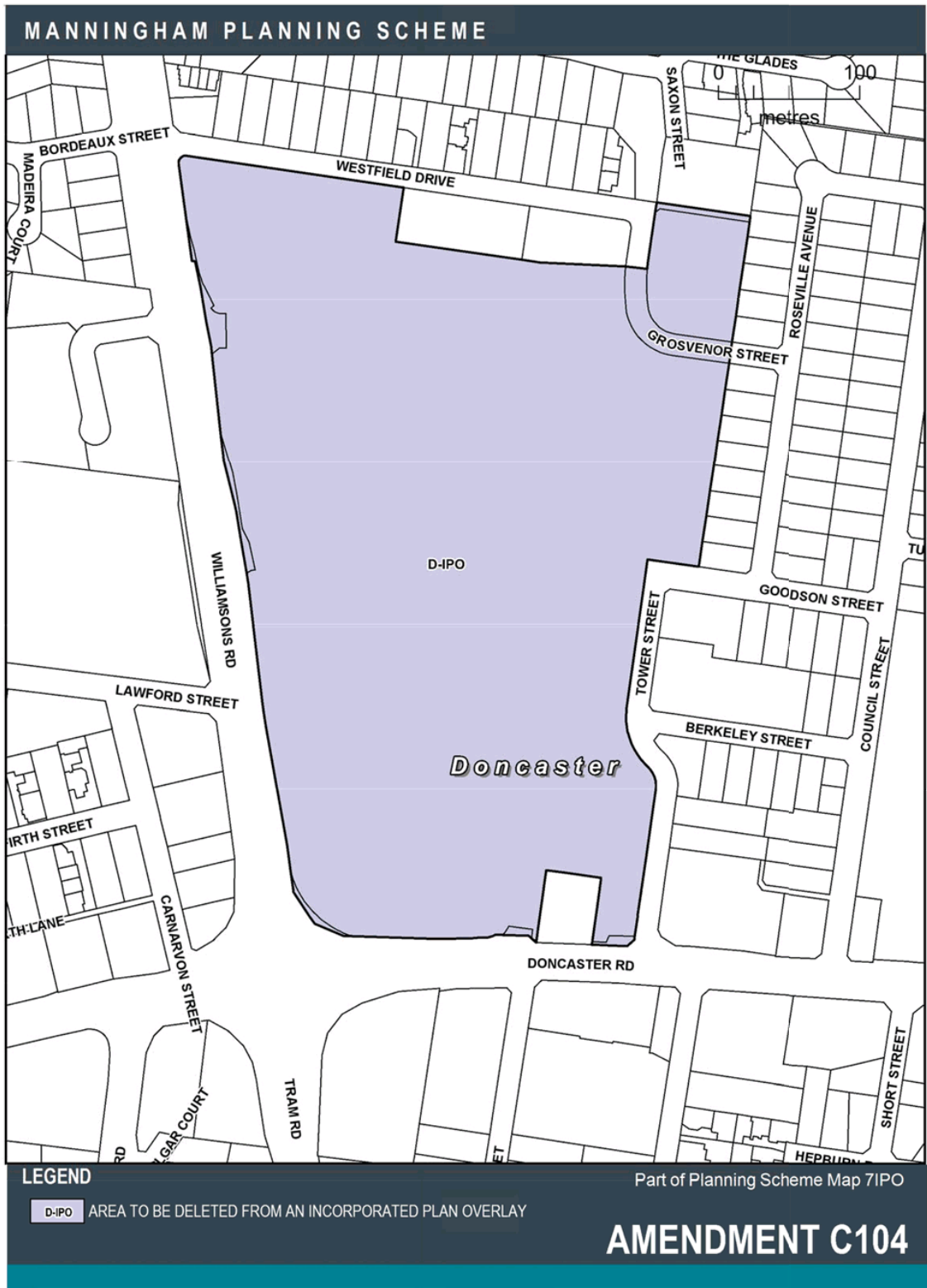
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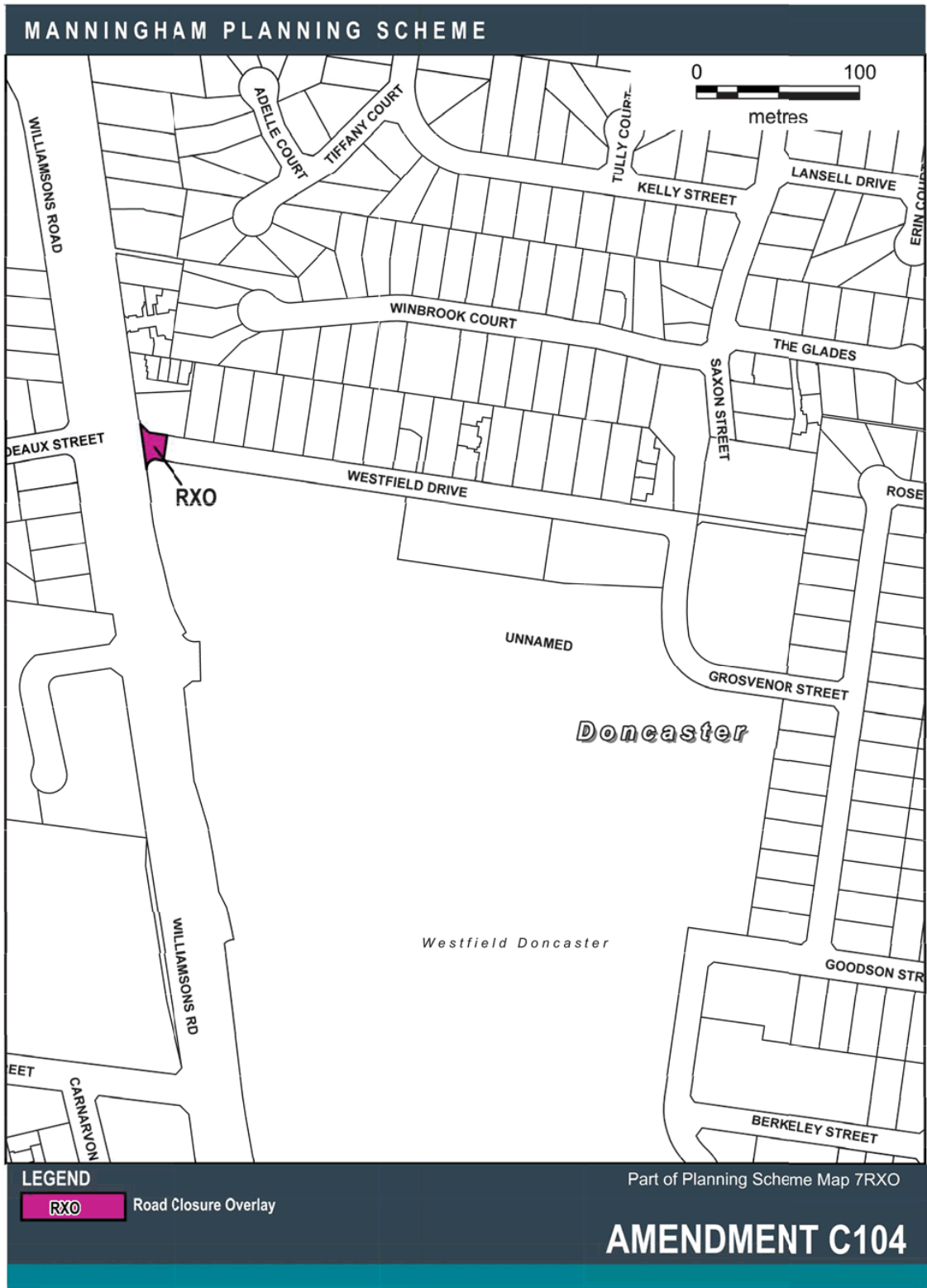
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WESTFIELD DONCASTER

DEVELOPMENT PLAN

APRIL 2017

V.24 A

REVISED OCTOBER 2017





WESTFIELD DONCASTER DEVELOPMENT PLAN

Report Name	Westfield Doncaster Development Plan
Reference	0314-0767-10-R001
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Prepared By	
Reviewed By	C. Harrison
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Cover image: Scentre Group

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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 Site incorporating the land at 619 Doncaster Road, Doncaster and 20-34 Westfield Drive, 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 Guidelines
- 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 Guidelines
- 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.



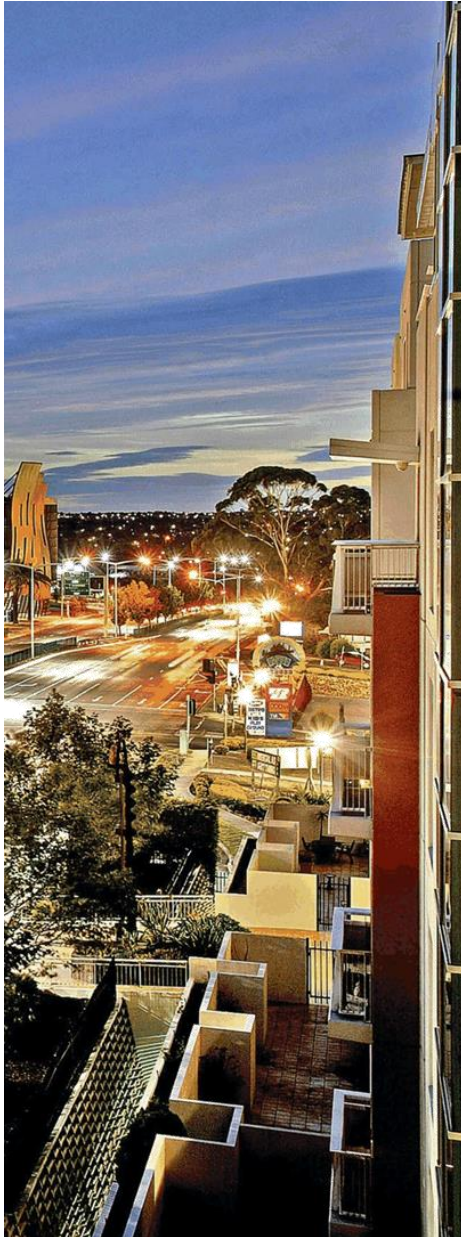


Figure 2: Westfield Doncaster complex showing the public realm and landscaping interface with Williamsons Road

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 and incorporating 20-34 Westfield Drive, 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, and 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.

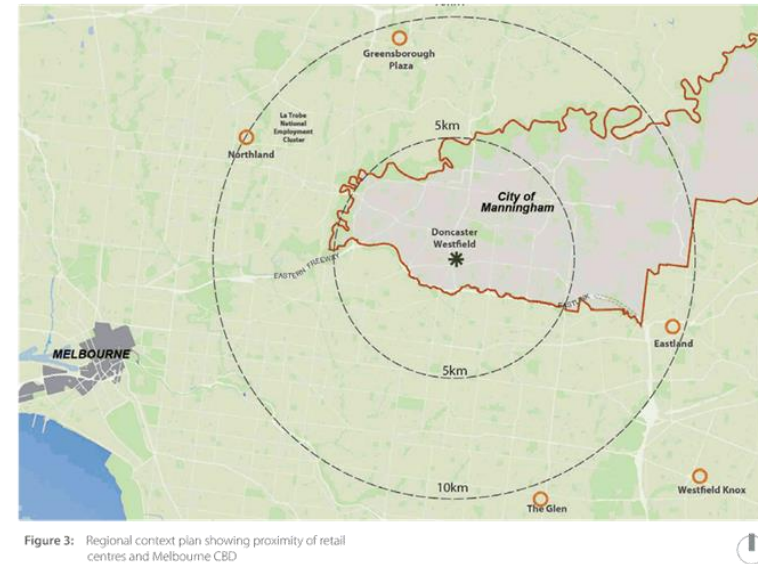


Figure 3: Regional context plan showing proximity of retail centres and Melbourne CBD

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,
- 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.

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 studios or studios that are separate rooms counted as a bedroom), plus
	1	For visitors to every 10 dwellings.
Restaurant	0.30	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)	4.17	To each 100sqm of leasable floor area based on a whole-of-centre shop assessment at each nominated stage of the development.

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 identified on Planning Scheme Map 7 DPO 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.

Road Closure Overlay (RXO)

A Road Closure Overlay (RXO) has been applied to the western end of Westfield Drive at its intersection with Williamsons Road. The RXO will give effect to the Functional Layout Plan prepared by GTA Consultants (refer Figure 57 on page 40). The RXO allows for the retention of an on-street car parking space on the northern side of Westfield Drive to ensure that car parking is available for the existing apartment building at the corner of Williamsons Road and Westfield Drive.

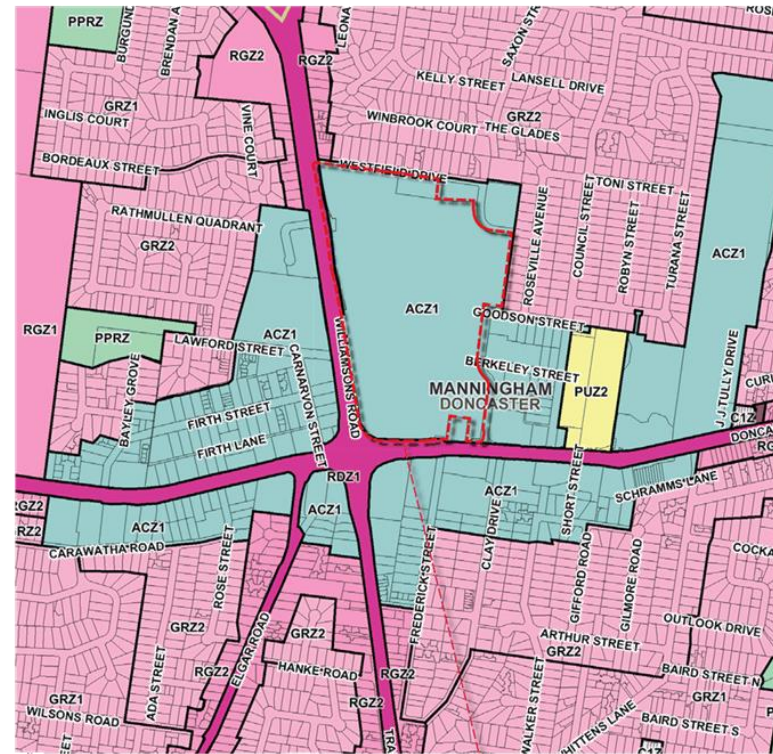


Figure 4: Existing planning scheme zones that affect the site and surrounding area

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.

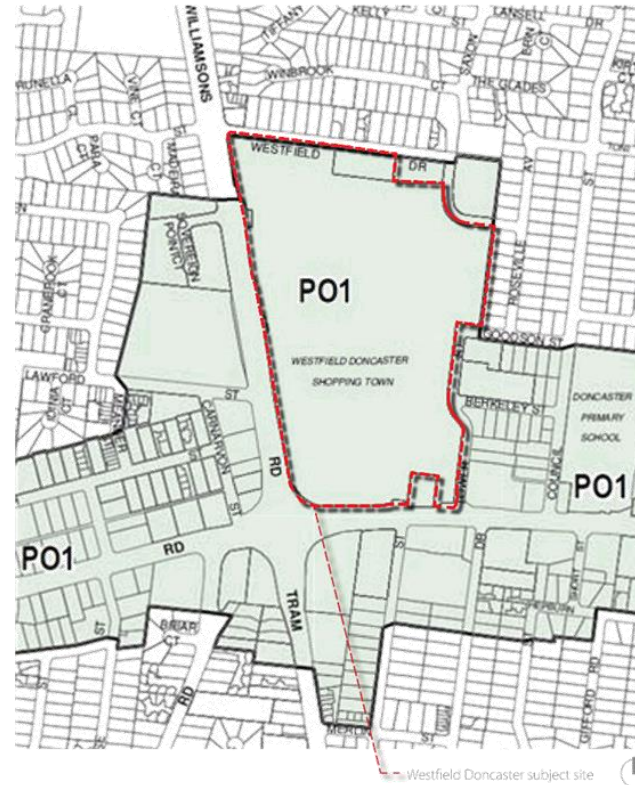


Figure 5: Parking Plan Overlay

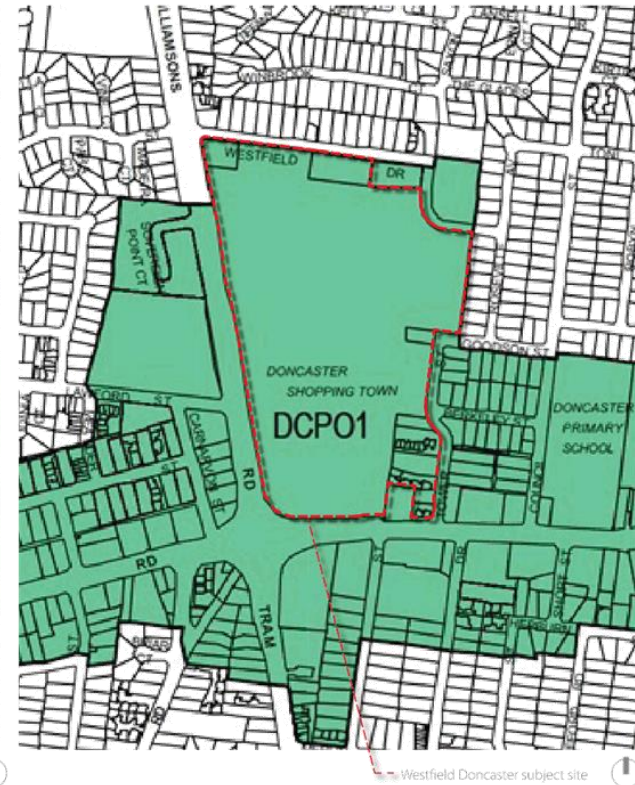


Figure 6: Development Contributions Plan Overlay



WESTFIELD DONCASTER DEVELOPMENT PLAN

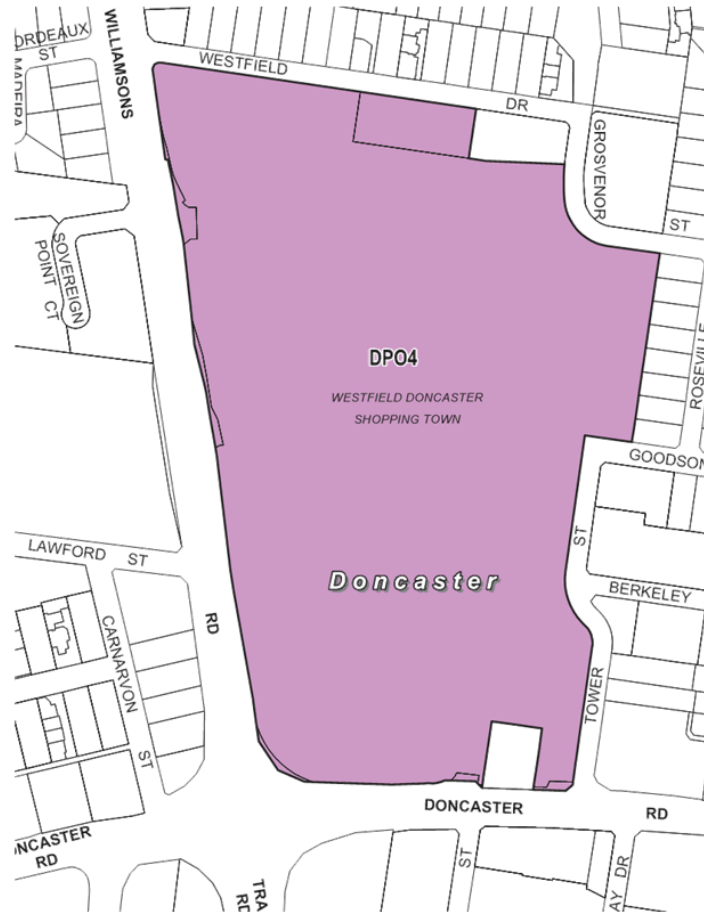


Figure 7: Development Plan Overlay (schedule 4) Map

LEGEND

DPO4 DEVELOPMENT PLAN OVERLAY - SCHEDULE 4

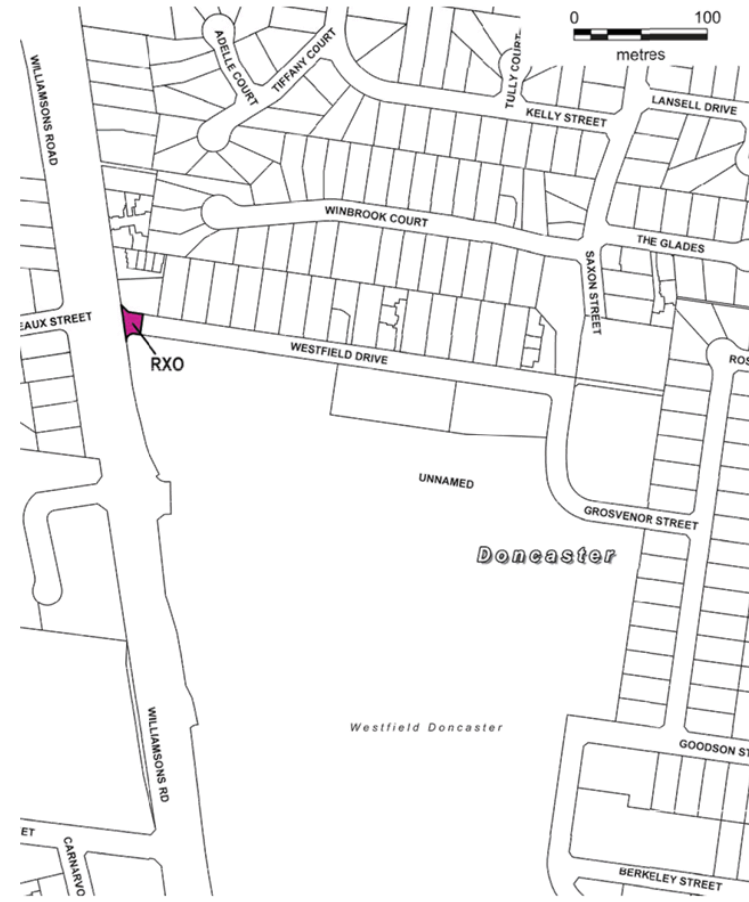


Figure 8: Road Closure Overlay Map

LEGEND

RX0 Road Closure Overlay

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, revised 2004), 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, revised 2004.

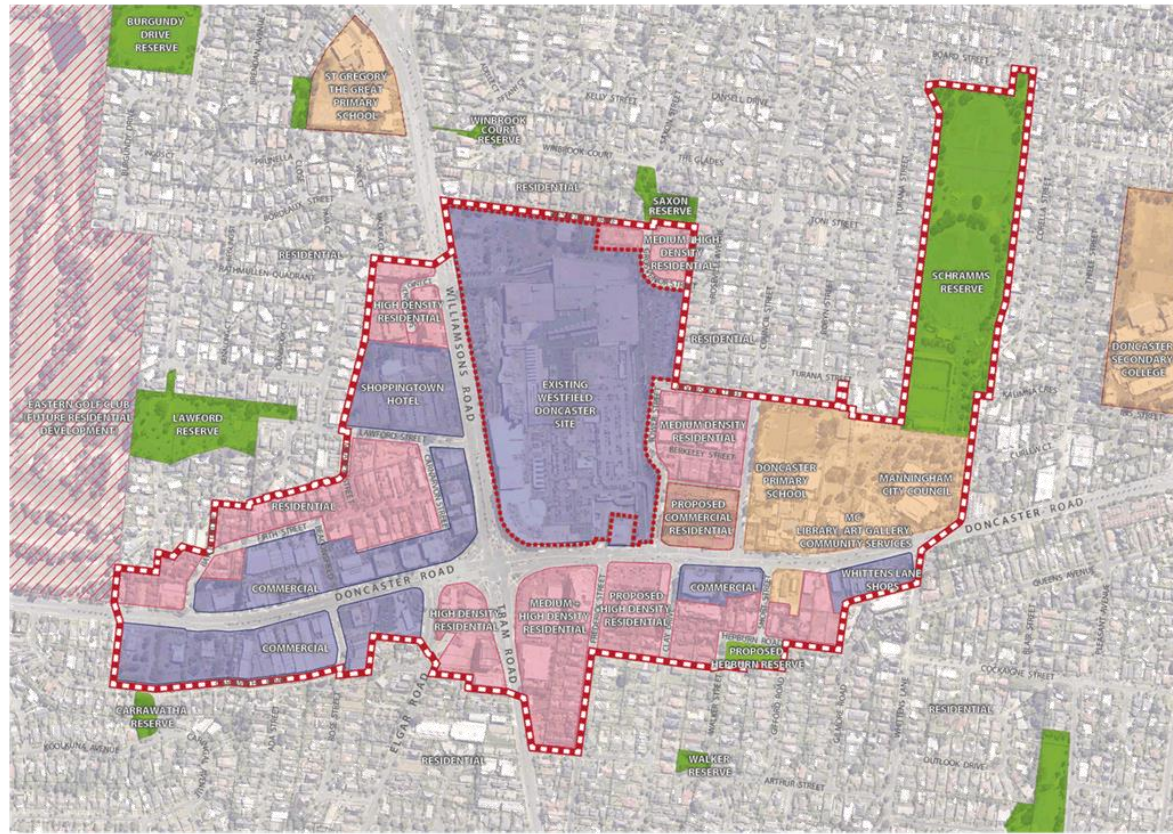


Figure 9: Plan showing Doncaster Hill Activity Centre zone boundary and existing land uses

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 5,300 on-site car parking spaces, provided through a mix of both surface car parks and multi-storey car parking buildings.

A new multi-level car park building of five storeys was completed in 2016 to the east of the site. Access to this car park is 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 share a rear boundary fence with the centre. The church property, at 20-34 Westfield Drive, fronting Westfield Drive and directly abutting the centre to the north, has recently been acquired by Westfield. The church and associated structures on the property will be demolished and the land will form part of the extension of the centre proposed in this Development Plan.

Given the local topography in this area, the levels, view-lines 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 falls away from the centre towards the residential streets and dwellings. Properties along Roseville Avenue back onto the centre boundary with a shared rear boundary and fence, and properties to Tower and Grosvenor Street front the centre and share a local street interface with the centre. Given the topography, there are view-lines 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.

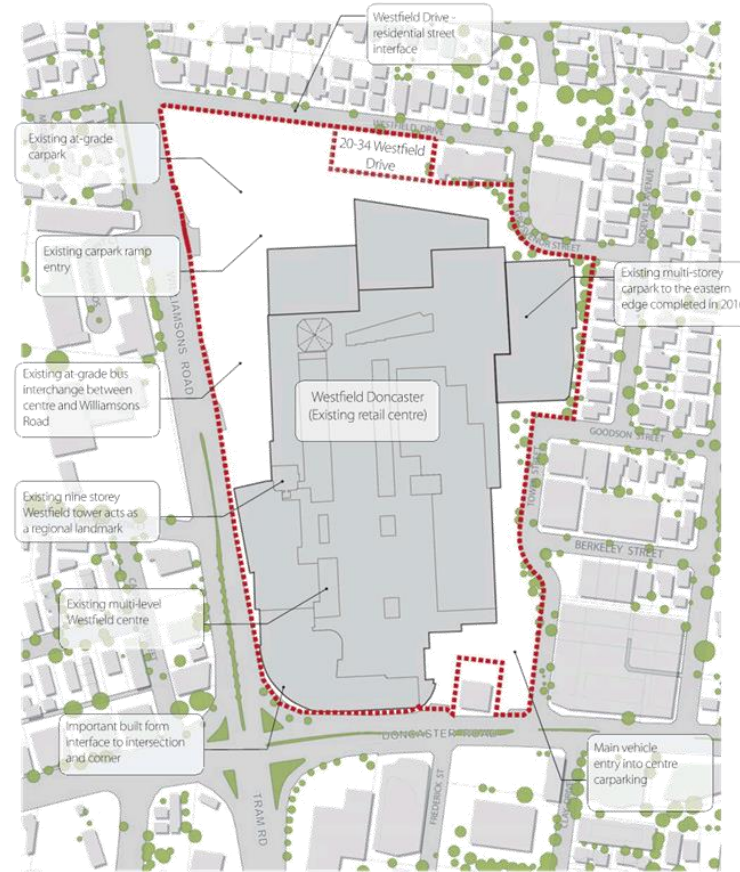


Figure 10: Existing built form

Key
- - - Site boundary

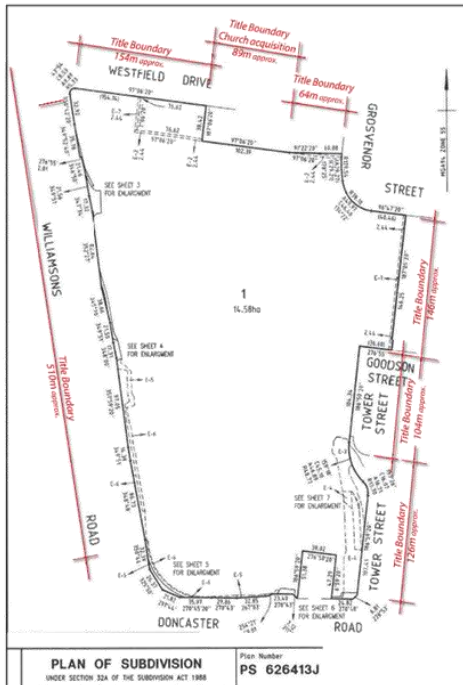


Figure 11: Westfield Doncaster Title Boundary

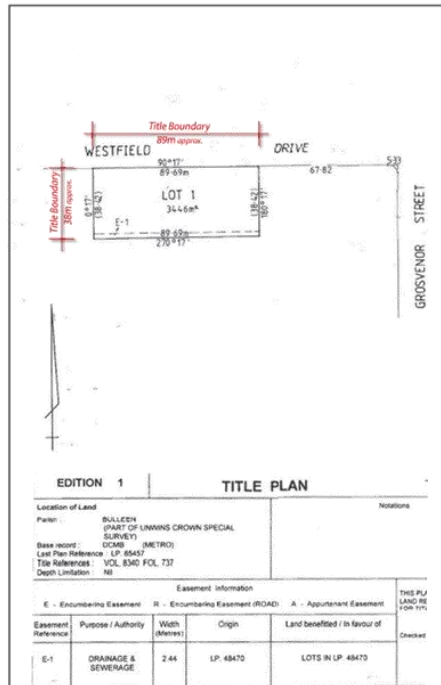


Figure 12: 20-34 Westfield Drive Title Boundary



Figure 13: Site and Context Aerial

Key
--- Site boundary

WESTFIELD, DONCASTER DEVELOPMENT PLAN

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 Centre. 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. The newly constructed multi-level carpark incorporates setbacks of 6m - 16m to the boundary, due to the built form alignment being at an angle to the title boundary.



Figure 14: Existing higher built form currently located on the site acts as a regional landmark and defines the top of Doncaster Hill.



Figure 15: Corner treatment and minimal street setbacks strengthen the boulevard character along Williamsons Road and Doncaster Road.



Figure 16: A significant built form setback from Williamsons Road provides limited engagement with the street and results in an undefined northern gateway to Doncaster Hill.

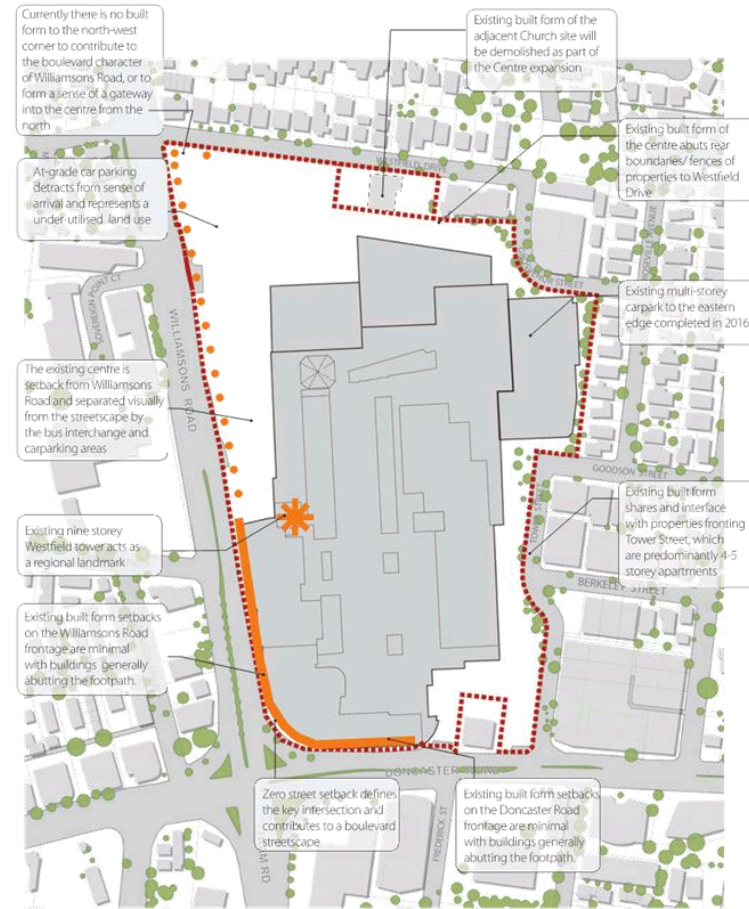


Figure 17: Existing built form

- Key
- Site boundary
 - ... Undefined built form edge
 - Zero street setback
 - 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.



Figure 18: Many of the complex's entrances are internalised and accessed from car parking areas

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 19: Existing pedestrian and bicycle networks

- Key
- Site boundary
 - VicRoads Principal Bicycle Network
 - Pedestrian crossing (pointed zebra crossing)
 - Pedestrian crossing (signalised)

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 Street. 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 5,300 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,
- A newly constructed multi-deck carpark is located to the north-eastern corner of the centre,
- At-grade car parking is generally located at a distance from the key pedestrian entries, with limited formalised footpaths and shelter for pedestrians.



Figure 20: Buses entering and exiting the bus interchange may conflict with vehicular transport, limiting efficiency and reliability of services.



Figure 21: At-grade car parking to the north of the centre and adjacent Williamsons Road dominates the streetscape

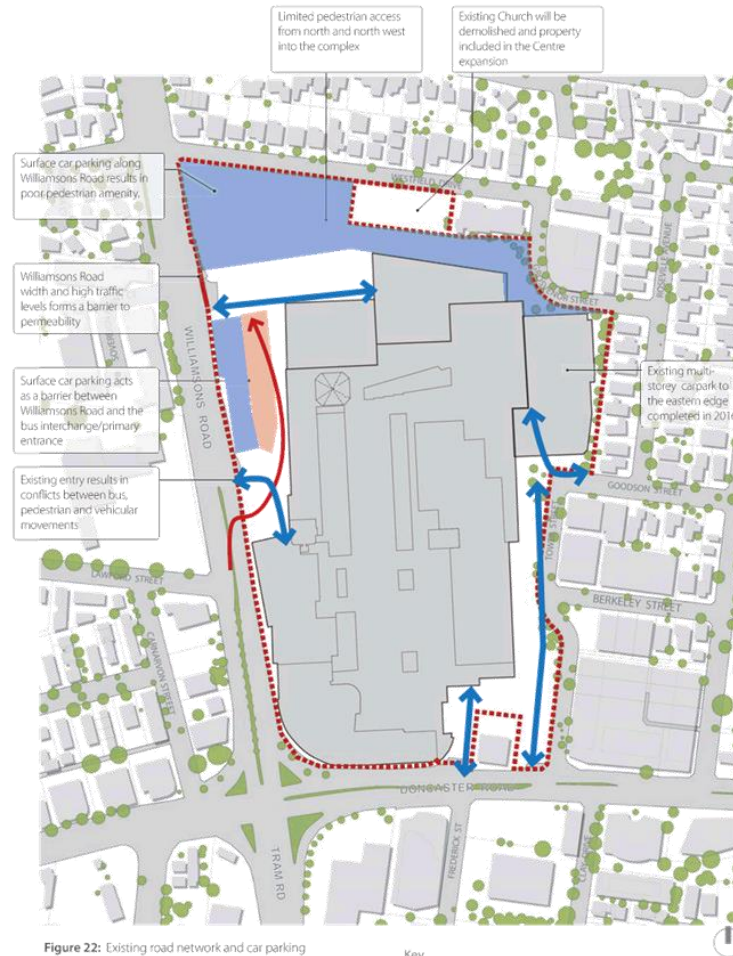


Figure 22: Existing road network and car parking

- Site boundary
- Key vehicle access points
- Existing bus access
- Parking areas - at grade
- Bus interchange

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

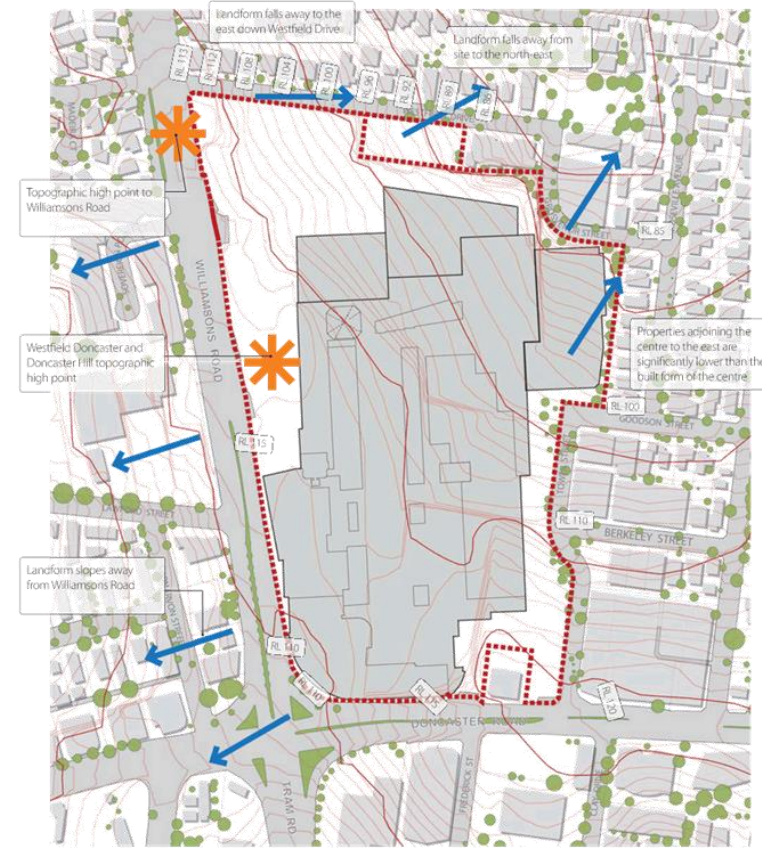


Figure 24: Analysis of topography and views/vistas

- Key
- Site boundary
 - Downward slope direction
 - ★ Topographic high point



Figure 25: Public seating and landscaping treatment along Williams Road

PUBLIC REALM

The public realm spaces at Westfield Doncaster are focused primarily along Williams Road and Doncaster Road. In particular, the bus interchange area on Williams 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 Williams 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 walks 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 Williams 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



Figure 26: There is little engagement between the primary pedestrian entrance and the bus interchange

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 Williams Road interface.

Key existing plantings, or planting themes, include:

Phoenix canariensis (Canary Island Palm) along Williams Road.

The row of palms along Williams 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 Williams 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 / Williams Road intersection before meeting the Phoenix canariensis row referred to above.

Corymbia citriodora (Lemon Scented Gum) at Williams 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 Williams 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 27: Existing tree location plan

- KEY
- Corymbia Citricodora
 - Phoenix Canariensis
 - Pyrus / Platanus
 - Scattered Trees



Figure 28: Existing Lemon Scented Gums located within existing surface car park area along Williamsons Road



Figure 30: Existing row of Canary Island Palms contributes to the streetscape character of the complex



Figure 29: Landscaping treatments installed as part of the complex's expansion in 2008 enhance the boulevard treatment of Williamsons Road and Doncaster Road



Figure 31: Landscaping zone along Williamsons Road, adjacent to the bus interchange breaks up the public realm and enhances the visual amenity of the primary pedestrian entrance



Figure 32: Landscaping zone located along Tower Street



INFRASTRUCTURE

- Site boundary
- Proposed Envelope
- Existing Built Form



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.



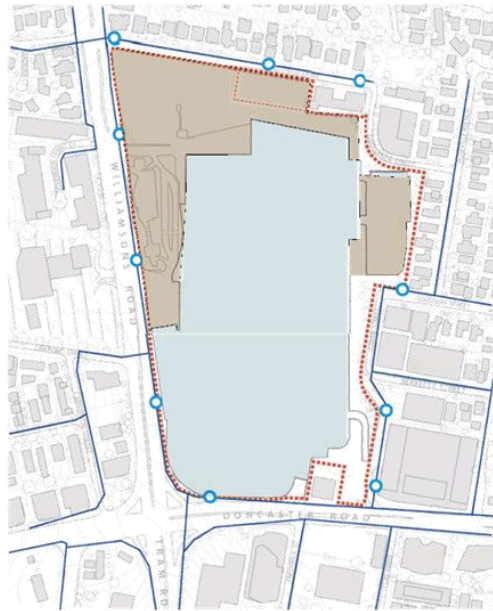
Legend

— 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 Williamsons Road. It is not expected at this stage that access to gas will be a significant constraint to this development.

WESTFIELD DONCASTER DEVELOPMENT PLAN



Legend
 Existing Water Network

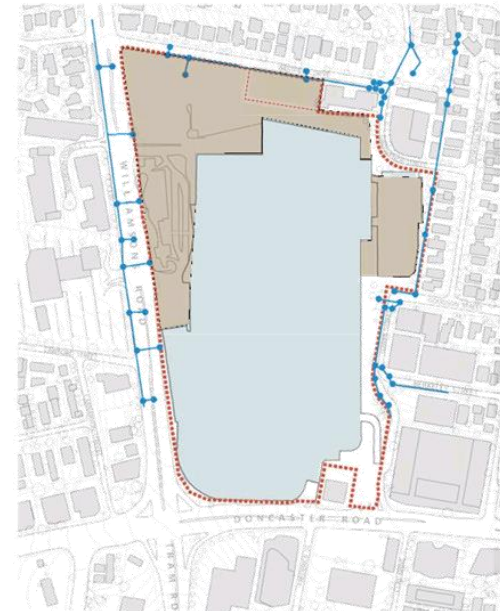
Water
 To accommodate the proposed development, an increase in water supply will be required. An approach to Yarra Valley Water will be required to establish site servicing and infrastructure requirements. Authority headworks charges may also be applicable for the increase in water demand. The site is currently serviced with water and fire service connections from Doncaster Road and Williamsons 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 33: Existing landscaping treatments along Williamsons Road

3. DEVELOPMENT PLAN

3.1 Background

This section sets out the urban design vision, principles, strategies and development guidelines 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(2002, Revised 2004) 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 forms 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 addressing Williamsons Road, to the northern end of the centre,*
- *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 development 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 addressing Williamsons Road, and located to the northern end of the centre. It will be 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 opposite key higher built form.

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 located 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.

A 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 500-3,000 sqm) and/or a new discount department store at the complex,
- A new gateway tower building to the centre incorporating approximately 18,000 square metres of additional commercial office space to support increased employment opportunities at the centre,
- The potential use of the new gateway building for a residential hotel,
- Community space of at least 100 sqm.

Built Form

- A key feature of the concept plan is the gateway building to the north-west of the site. This will be located within a 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 to Shopping Centre Traffic, 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 7,575 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 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 1.5 to 4.5 metres to minimise traffic noise impacts to existing residents, as detailed in section 3.13 Acoustic Treatments.

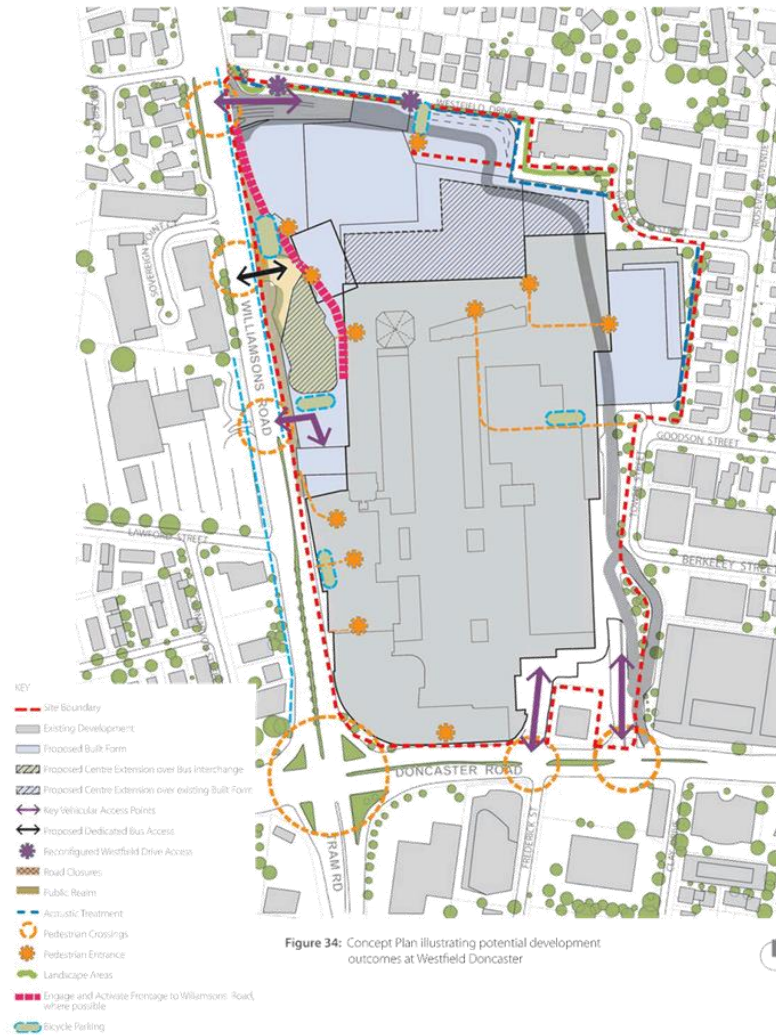


Figure 34: Concept Plan illustrating potential development outcomes at Westfield Doncaster



Figure 35: Example of active ground floor podium with tower above in key gateway location. Utilise similar treatments along Williamsons Road gateway.



Figure 36: Generate activity near entrances to create vibrant public realm spaces particularly on Williamsons Road and along entry forecourt edges



Figure 37: 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 38: Respond to changing built form character occurring in Doncaster Hill with appropriate massing, scaling of built form elements and articulation.



Figure 39: Potential to establish an upper level dining terrace to activate upper levels and establish activity to key road frontages.



Figure 40: 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 gateway building above the retail podium level to the western edge of the centre fronting Williamsons Road. A maximum possible height of RL 166 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 carparking envelope to the north of the site, fronting Westfield Drive, up to a maximum possible height of RL 127.0.
- A new proposed retail envelope up to a maximum height of RL 136 to the north of the site, recessed from Williamsons Road and Westfield Drive to minimise visual impact and provide a transition from the 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 RL 127. 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 the complex.
- Opportunity for upper level uses above the bus interchange, with a maximum height of RL 127.
- The newly constructed carparking levels to the eastern multi-storey car park are generally setback to provide a built form transition to adjacent residential dwellings.
- Expansion of the existing cinema with a maximum height of RL 135 adjacent to the existing Westfield Tower and RL 137 to the north and fronting Williamsons Road.

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.

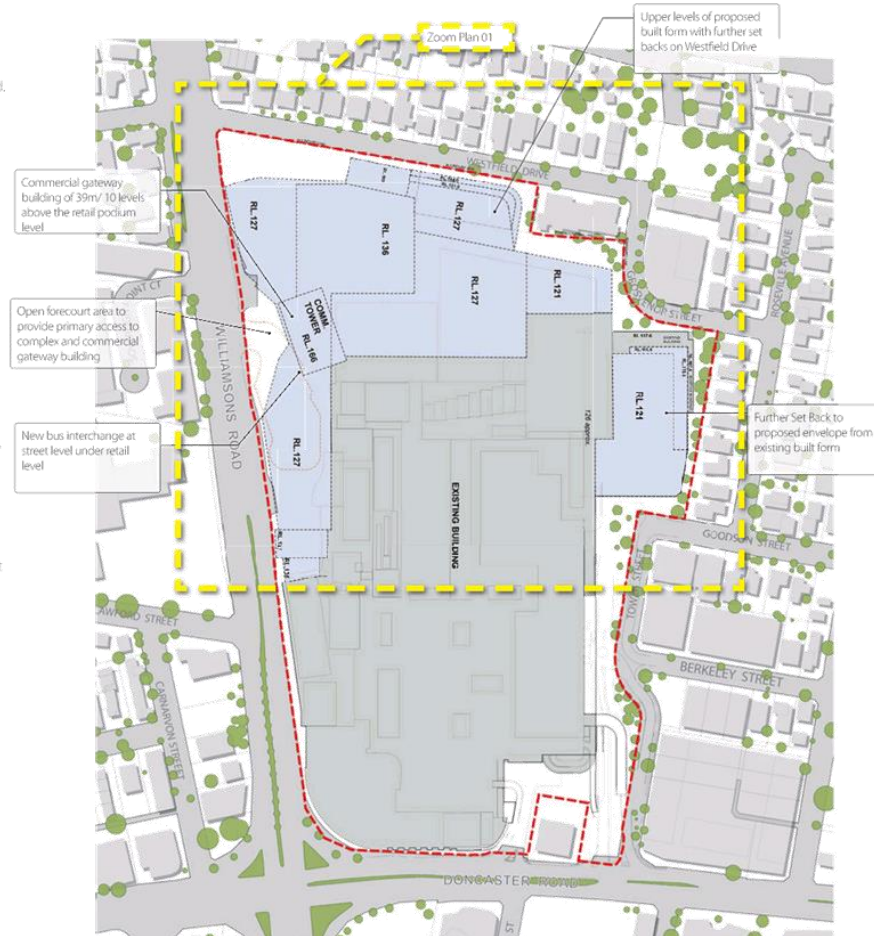


Figure 41: Indicative built form envelope plan

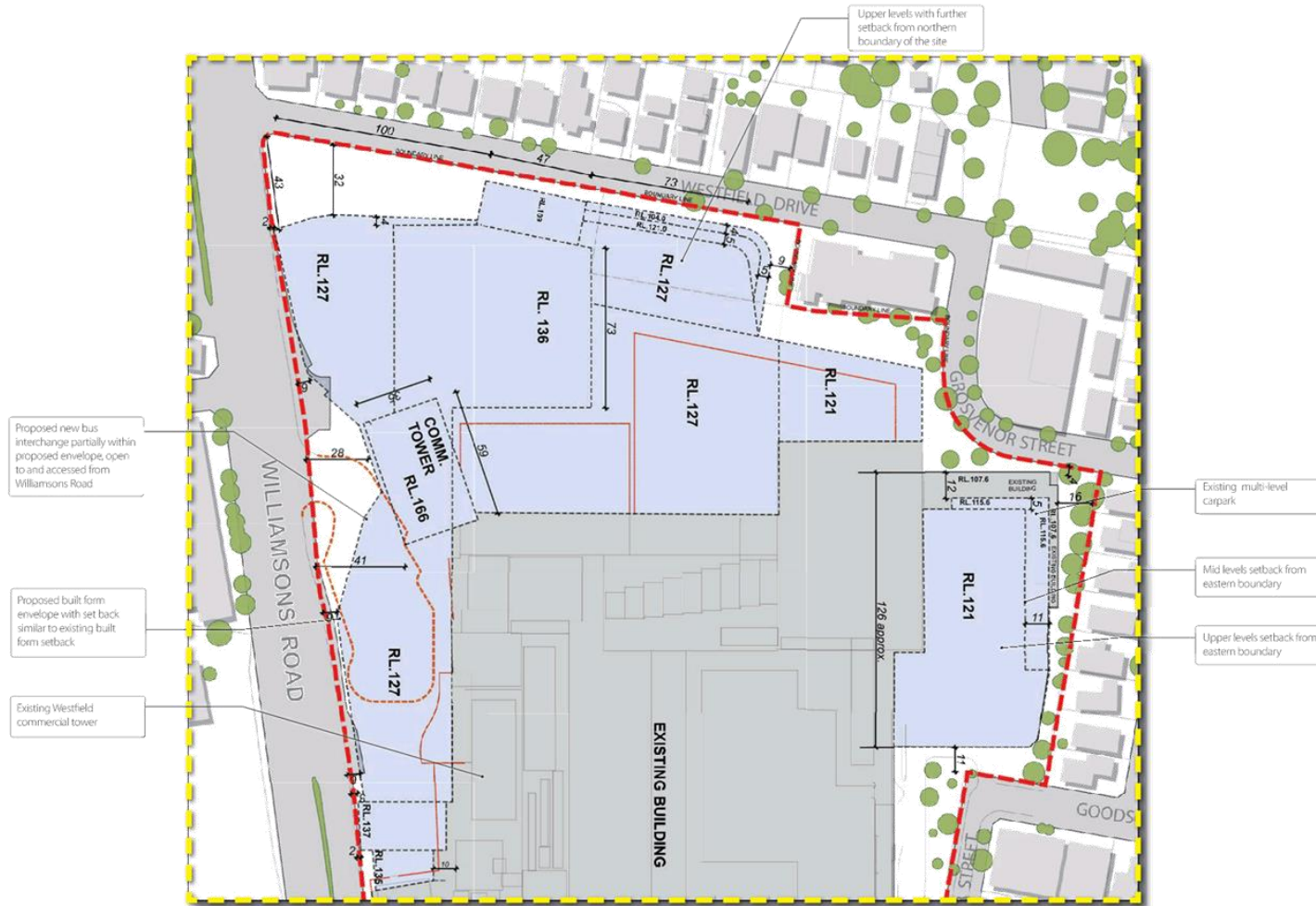


Figure 42: Zoom Plan 01 - Envelope Plan around the Bus Interchange

DESIGN RATIONALE FOR GATEWAY BUILDING

As the northern anchor to the built form of the redeveloped Centre, the gateway building has an opportunity provide a signature to the Doncaster Hill precinct.

Having regard for the siting of the building on the highest point of the Centre's site, the form of the building will respect this prominence whilst also providing a more articulated response to the lower podium levels as they integrate with the Centre itself.

BUILT FORM MASSING ARCHITECTURE LANGUAGE

- The gateway building will be set back (27m+) from the perimeter of the site as noted in the Envelope Plans to ensure the massing respects the urban streetscape and reinforces the podium expression of retail form to Williamsons Road,
- The podium will have a scale commensurate with the balance of the streetscape facing Williamsons Road on the Westfield Doncaster site, as noted in the Envelope Plans,
- The architectural language of the building will be contemporary but unique to emphasise its importance as a gateway to the Doncaster Hill precinct whilst also recognising the importance of integrating with the retail form at the ground level,
- The vertical form of the gateway building will differentiate itself from the more horizontal expression of the retail podium levels by incorporating a significant amount of façade glazing and a design language that reinforces a more transparent interface between the internal and external environments,
- The materiality of the building will complement the language of the lower podium levels whilst maximising opportunities for daylight from the north and distant views to the City and mountain ranges. Materials may include glass, steel, concrete and architectural panel elements,
- Extensive use of glazing to express the vertical form will ensure the building presents as an element integrated rather than placed on the site,
- The mass of the building will be broken down across the width and height by incorporating distinct building forms for various components and articulating the façades to ensure the building is read as an expressed series of interacting built form elements rather than a solid length of building façade,
- The ground floor frontages to the street will encourage public interaction by emphasising the openings to the retail and commercial lobby spaces. Architectural elements will be used to articulate the façade and provide protection from environmental elements where appropriate. Such elements may include pedestrian canopies at a ground level, fritted glazing, backlit glazing and architectural lighting to the façades.

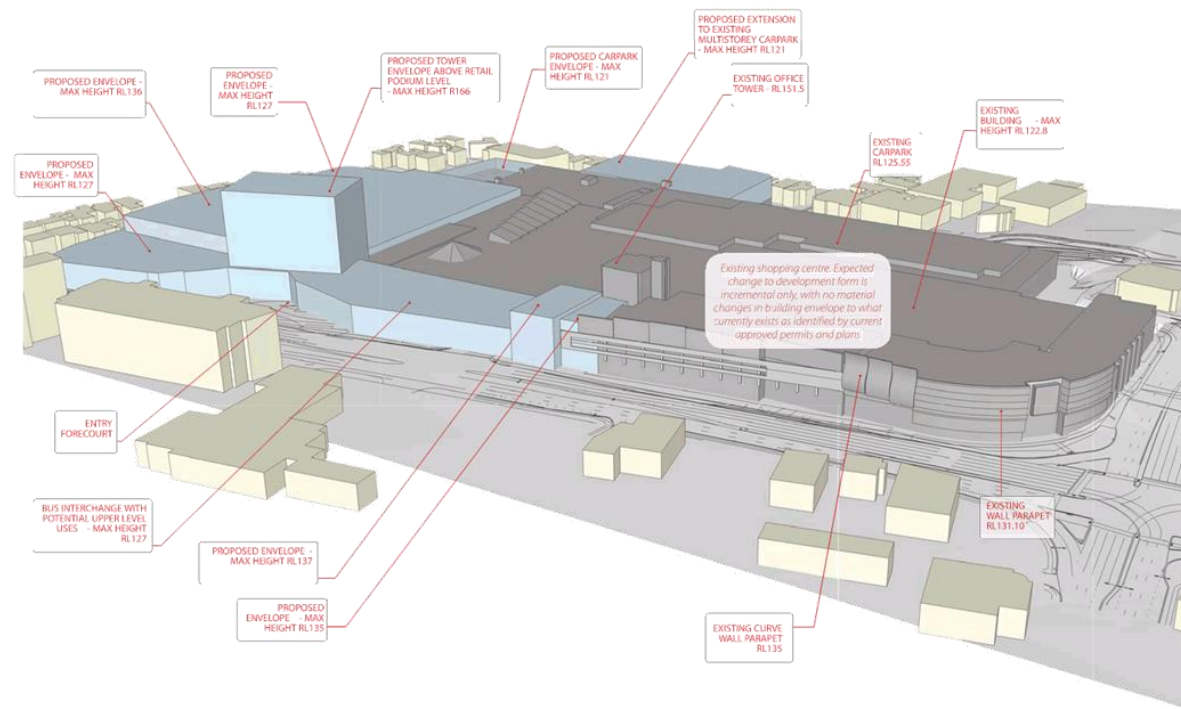


Figure 43: Perspective view of Indicative envelope plan, looking north-east across the site

PUBLIC PRIVATE INTERFACES, BUILDING ADDRESS AND ACCESS

- The primary building address and access to the commercial lobby is envisaged to be via the proposed Williamsons Road frontage and linked directly to the new entry forecourt public realm space,
- The entry forecourt will present as a public domain meeting point between the commercial and retail entry providing a refuge between the differing built forms,
- At the same time, both commercial and retail building address and access will be separated with clear and unique entry experiences and identity reflecting their different respective functions,
- Landscape elements will be expressive, sculptural and integrated with lighting to emphasise the differing entry experiences of each building at the ground level whilst also enhancing the architectural form to create an evocative gateway experience,
- Landscape may incorporate public artwork opportunities where appropriate,
- The interface to Westfield Drive will provide an articulated façade that incorporates architectural elements to minimise blank walls and a solid expression to the interface



Figure 44: An example of an articulated, high-quality forecourt and entry visually marking the key entry into the retail centre.



Figure 45: An example of distinct architectural materials and articulation contributing to a statement similar to the gateway treatment required for Doncaster Hill.



Figure 46: An example of integrated public realm and landscape treatments helping to establish a human scale and inviting forecourt environment.



Figure 47: An example of distinct architectural materials, articulation and design treatments creating a version of a 'gateway' or landmark building, while also creating human scale spaces at street level.



Figure 48: Potential to establish an upper level dining terrace to activate upper levels and establish activity on Williamsons Road.



Figure 49: An example of a clear visual separation between commercial and retail, reflecting their different respective functions, but retaining an integration of the built form across the site.

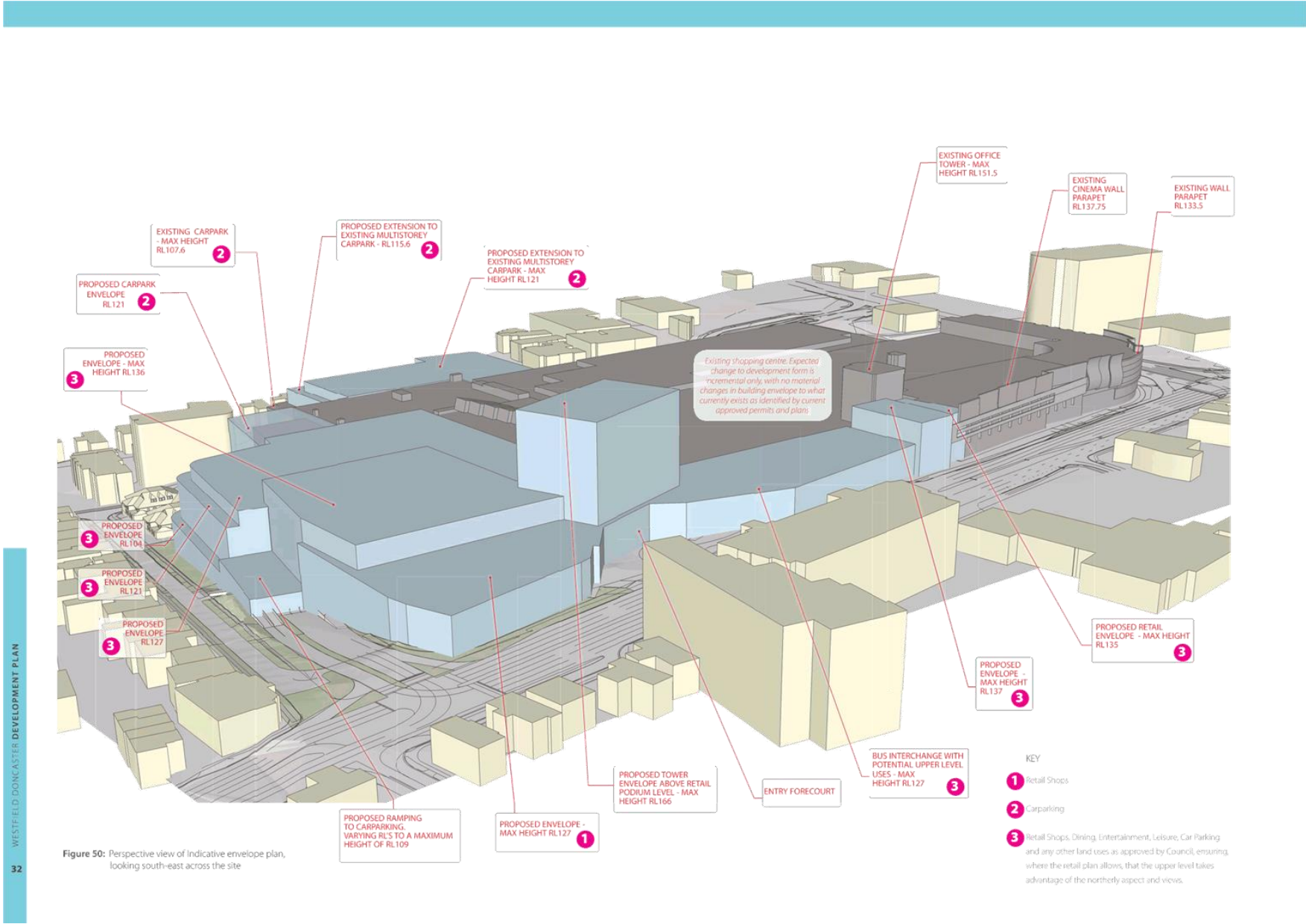
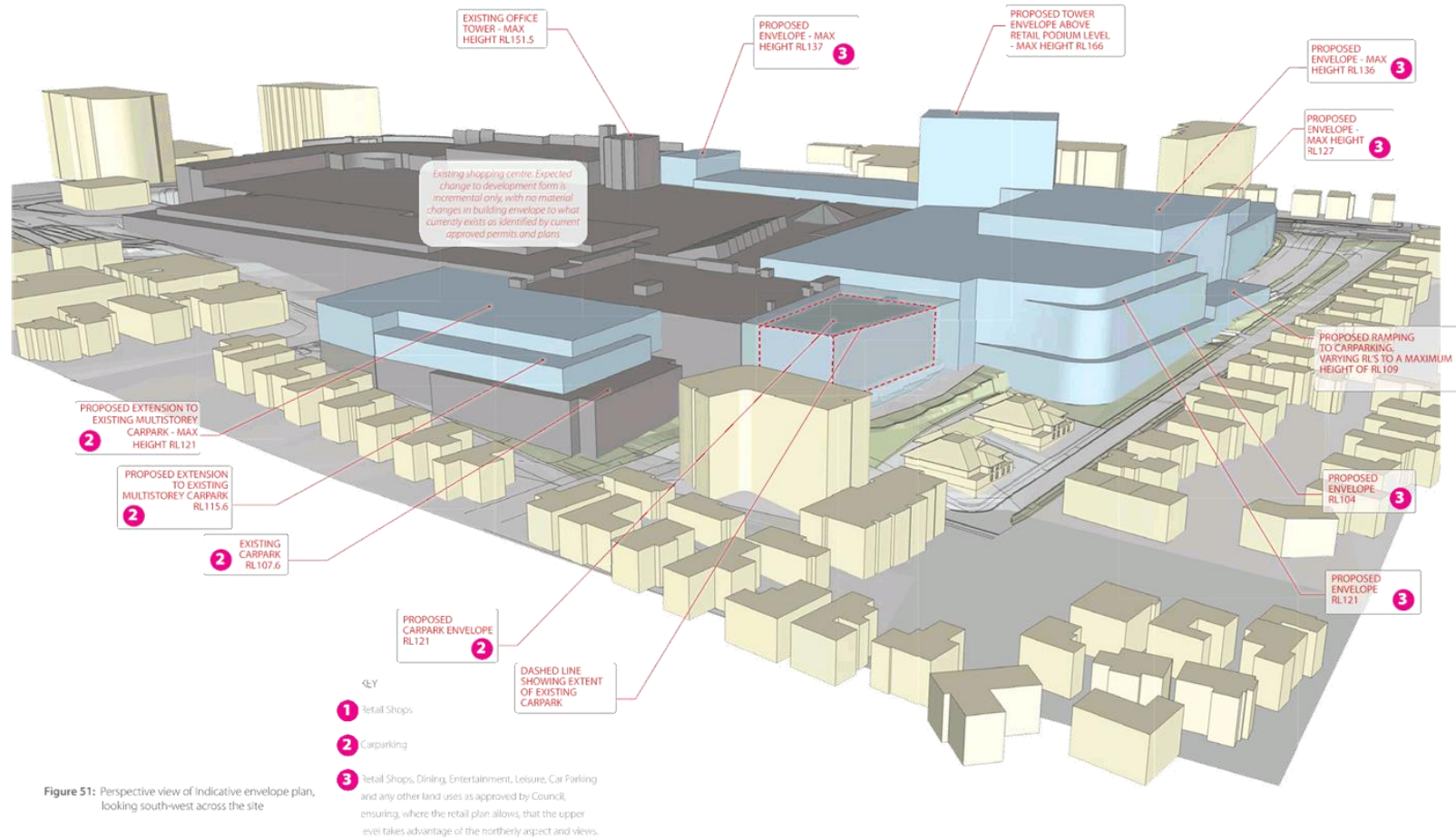


Figure 50: Perspective view of Indicative envelope plan, looking south-east across the site

WESTFIELD DONCASTER DEVELOPMENT PLAN

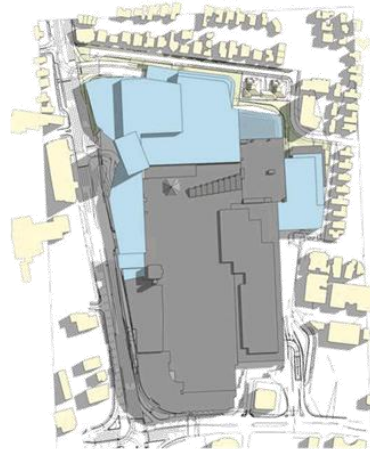


ENVELOPE PLAN SHADOW STUDIES

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.

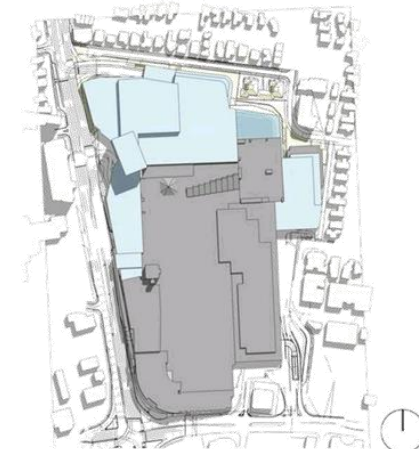
Further modeling of any shadowing should be demonstrated at the planning permit phase. These diagrams should also illustrate general compliance with the design guidelines above.



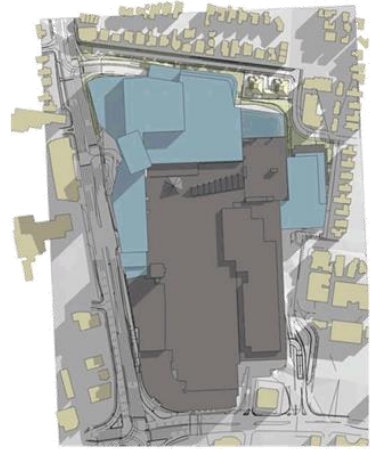
22 September - 9.00am



22 September - 10.00am



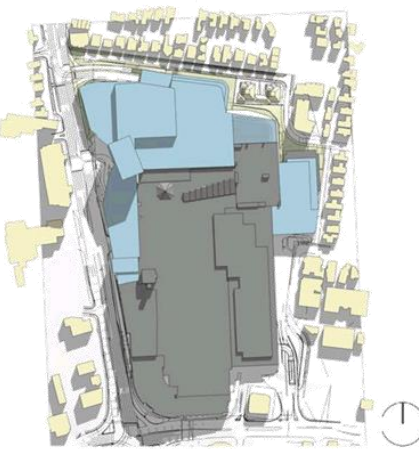
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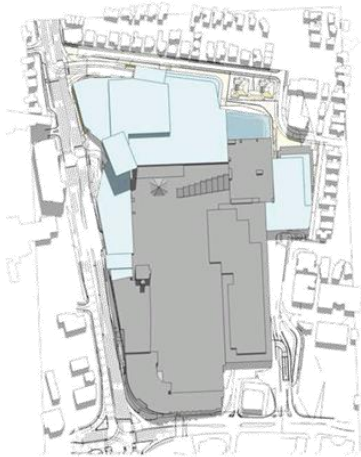
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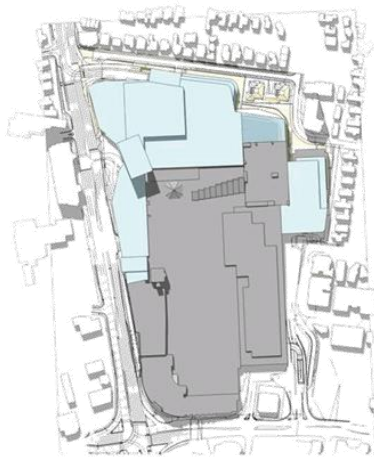
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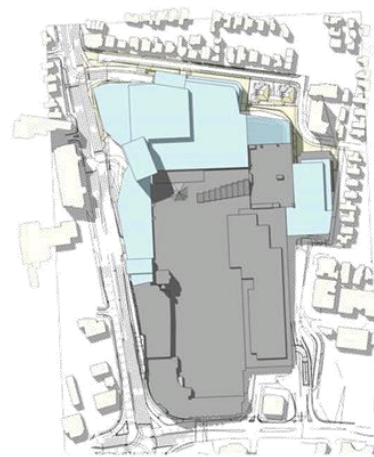
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22 September - 12.00pm



22 September - 1.00pm



22 September - 2.00pm



22 September - 3.00pm



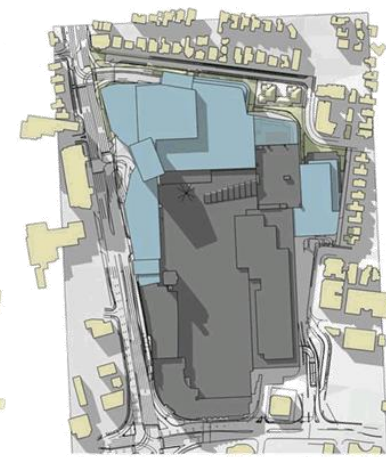
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21 June - 1.00pm



21 June - 2.00pm



21 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 Puffley 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 (2010) 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 Masningham 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 52: Encourage pedestrian activity on the local streets and roads

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, and a clear visual entry point from Westfield Drive,
- 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 53: Create comfortable, external public places

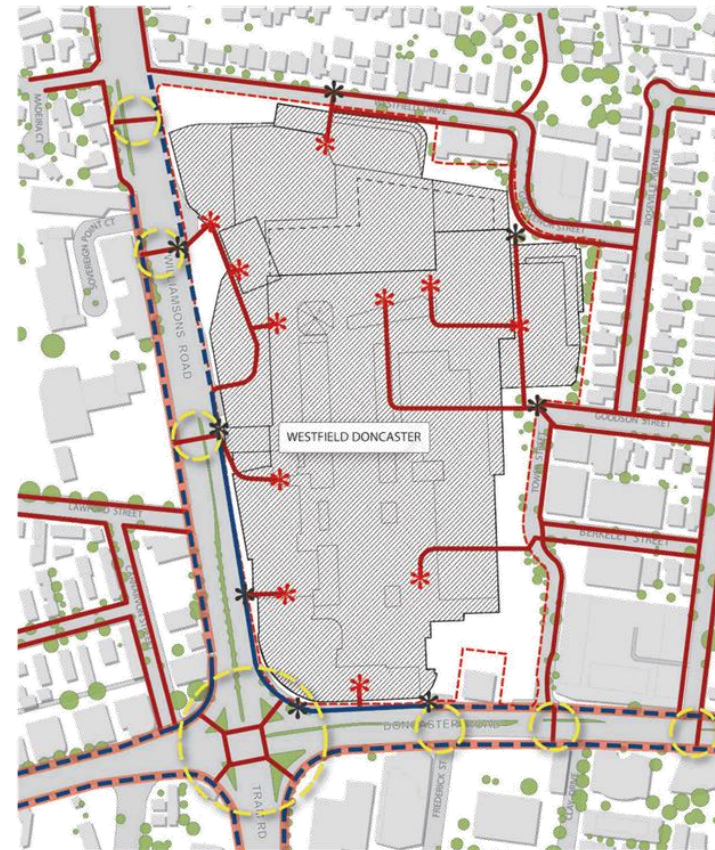


Figure 54: Pedestrian Network and Facilities - Site Interface and Internal Access Arrangement

- KEY**
- Pedestrian Paths
 - Pedestrian Boulevard (Proposed)
 - Pedestrian Boulevard (Complete)
 - Pedestrian Boulevard (By Others)
 - * Pedestrian Entries to Building
 - * Pedestrian Entries to Site
 - Signalised Pedestrian Crossing Points

WESTFIELD, DONCASTER DEVELOPMENT PLAN

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 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).
- In addition, a new pedestrian access point at street level with bicycle parking is to be provided midway along the new Westfield Drive frontage.
- 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.

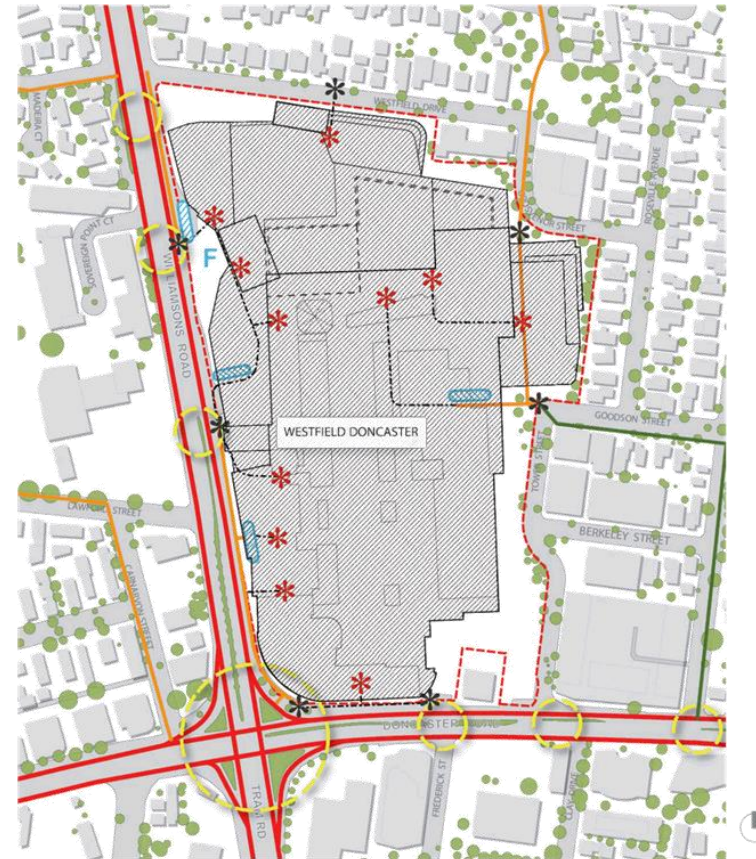


Figure 55: Bicycle Network and Facilities - Site Interface and Internal Access Arrangements



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 just south of Westfield Drive. Vehicle access to Westfield Drive will be provided from the new northern access,
- 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 gateway building), with minor revisions to turning lanes internal to the Westfield site,
- Revisions to traffic access at Frederick Street including the removal of traffic signals and their replacement with a signalised pedestrian crossing facility. Access to and from Frederick 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 56. More detailed layouts of the vehicular access arrangements are provided in Figures 57-63, on the following pages.

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 56: Vehicular access plan showing all proposed upgrades

- KEY**
- Site Boundary
 - Existing & Proposed Centre
 - Existing Signalised Intersection
 - New Signalised Intersection
 - New Signalised Pedestrian Crossing

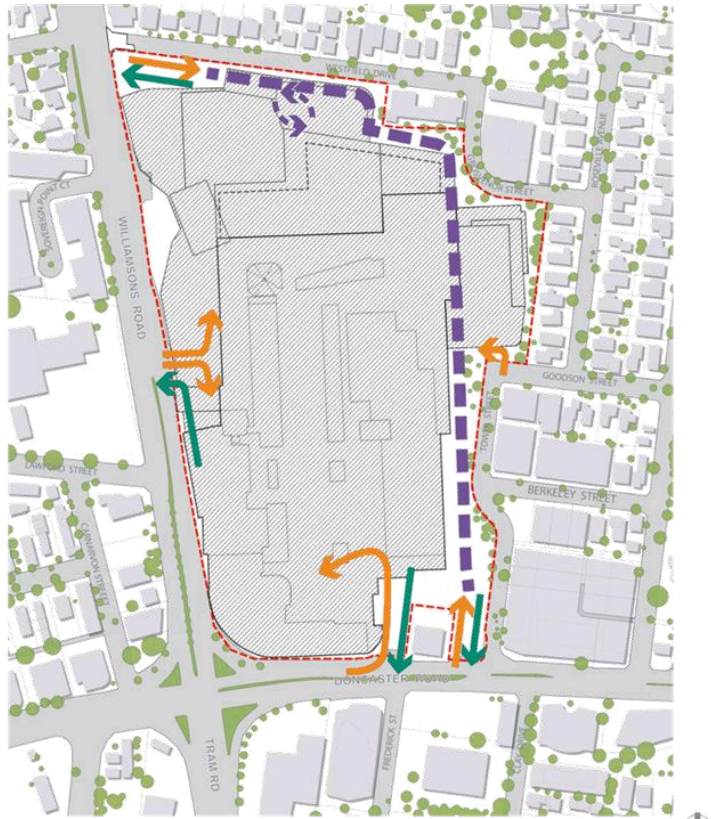


Figure 57: Internal Vehicular access plan

- KEY
- Vehicular Circulation
 - Vehicular entry
 - Vehicular exit
 - Existing & Proposed Centre

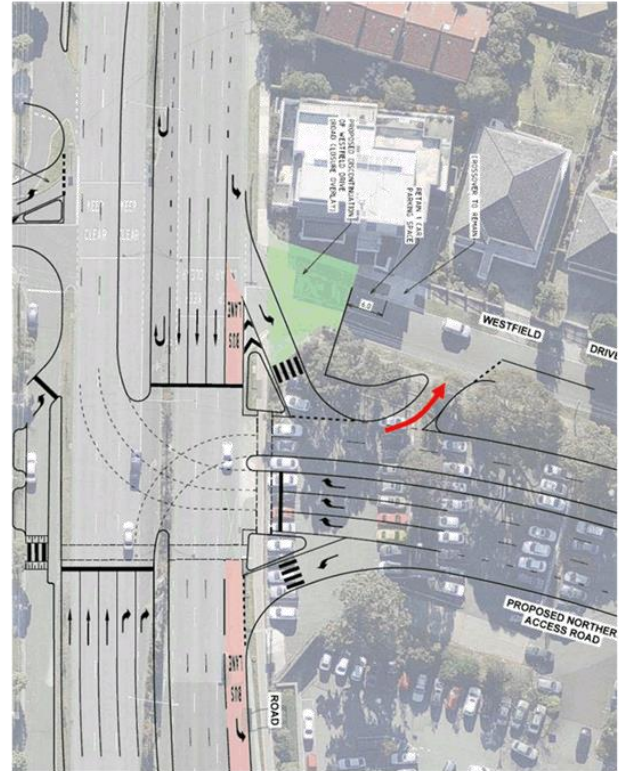


Figure 58: Configuration of Williamson's Road and Proposed Northern Access Road

- KEY
- Indicative traffic flow
 - Future road linemarking

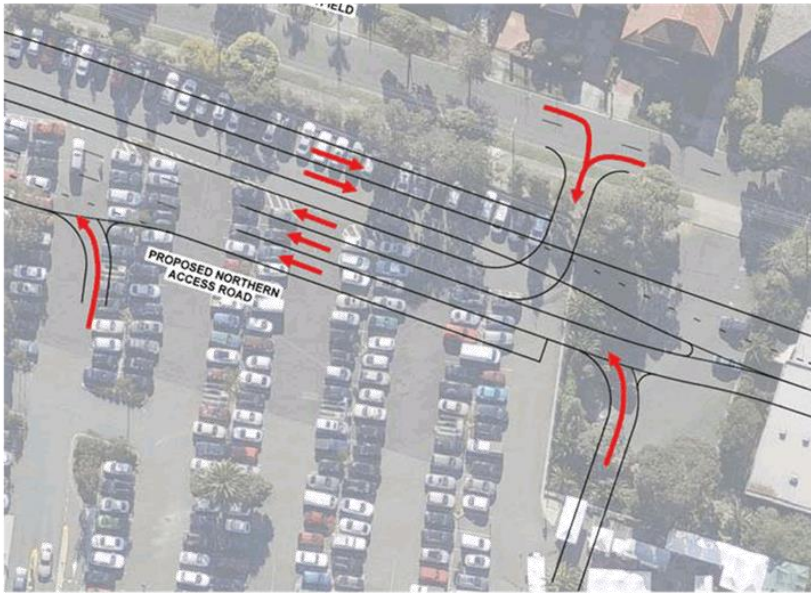


Figure 59: Configuration of proposed Westfield Drive Access and Proposed Northern Access Road

KEY
 Indicative traffic flow
 Future road linemarking

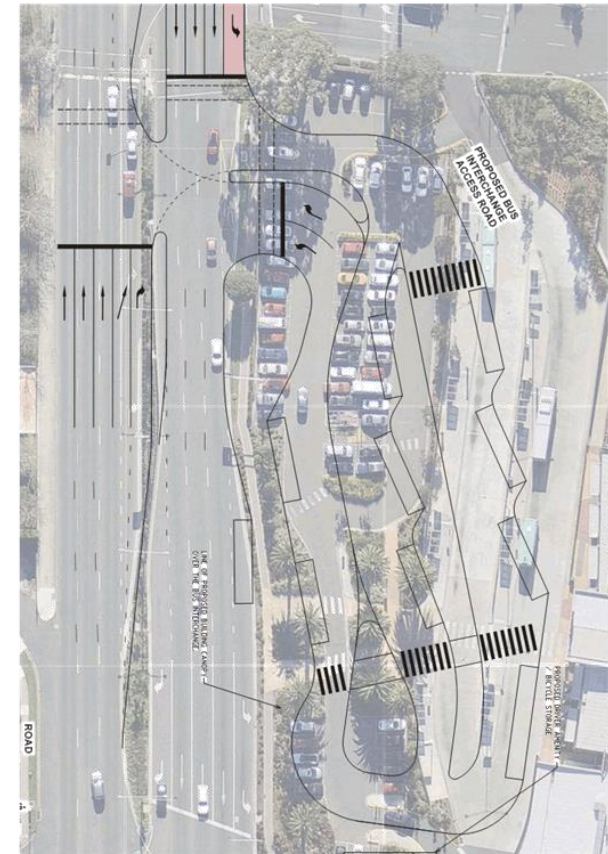


Figure 60: Williamsons Road and Proposed Bus Interchange showing dedicated access and signalised pedestrian crossings

KEY
 Future road linemarking



Figure 61: Williamsons Road and Existing Southern Access Road

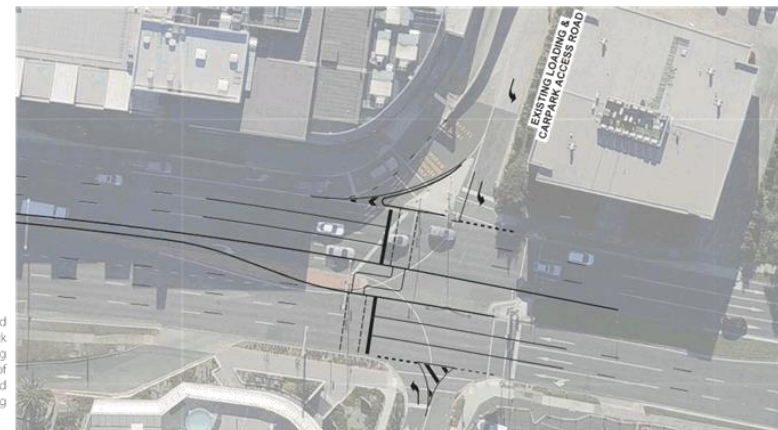
KEY
→ Indicative traffic flow
→ Future road linemarking

Figure 62: Williamsons Road and Doncaster Road Intersection



KEY
→ Future road linemarking

Figure 63: Doncaster Road and Frederick Street showing configuration of proposed signalised pedestrian crossing



CARPARKING

At present the site provides approximately 5,300 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 7,575 car spaces will be provided under post-development condition.
- The Stage 1 multi-deck car park which was completed in late 2016,
- The carparking extension which is an addition to the multi-deck car, and includes articulated setbacks at upper levels,
- Consolidated basement and above-ground 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, refer to sections and acoustic diagrams for further information,
- Consolidation of access points to car parking in order to minimise conflicts with pedestrian routes around the complex.
- Parking Management Details- On-site car parking is currently managed through a ticket-less fee based car parking system supplemented by an on-site parking guidance system improving 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 is provided in Table 1. These rates are based on an assessment of the number of spaces to each 100sqm of leasable floor area based on a whole-of-centre assessment at each nominated stage of the development.

Table 1: Existing and Proposed Retail Car Parking Rates

Scenario	Retail Floor Area	No. of Car Parking Spaces	Car Parking Rate
Historic (pre 2016)	123,549 sqm	4,782 spaces	3.87 spaces per 100sqm
Existing Conditions	123,549 sqm	5,338 spaces	4.32 spaces per 100sqm
Completion of Proposed Expansion	166,549 sqm	6,945 spaces	4.17 spaces per 100sqm

- In addition, approximately 630 spaces are proposed to be assigned to the gateway building 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	6,945 spaces	4.17 spaces per 100sqm
Commercial	18,000sqm	630 spaces	3.5 spaces per 100sqm
Total	184,549sqm	7,575 spaces	-

- Parking and Drop off areas for Ride Share/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 to 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.

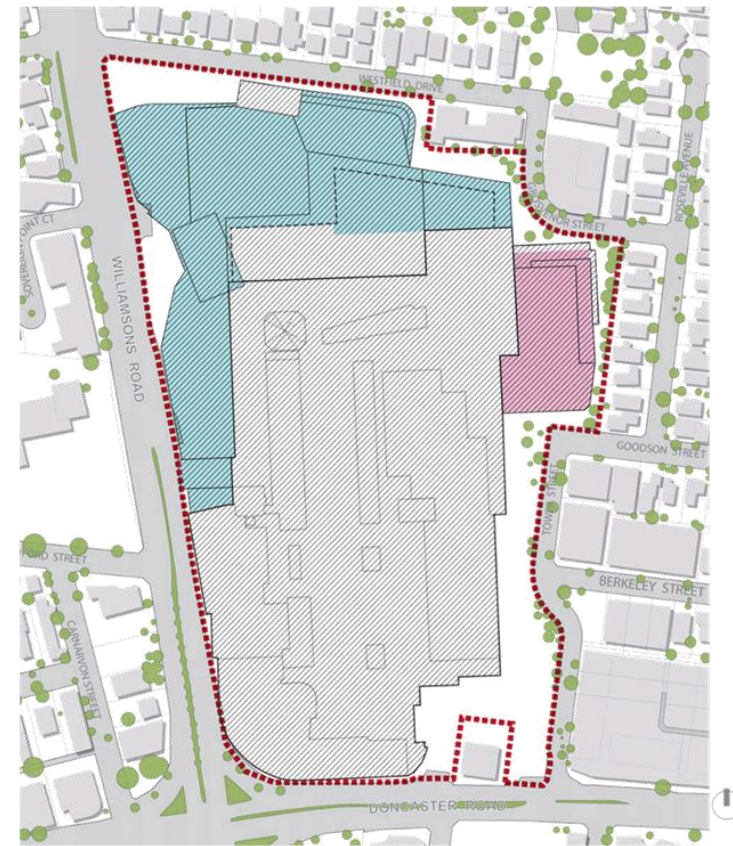


Figure 64: Plan showing proposed new car parking zones

- Key**
- - - Site boundary
 - Carpark extension over newly constructed multi-storey carpark
 - Proposed Multi-deck/Rooftop and basement Carpark

PROPOSED VEHICULAR ACCESS DIAGRAMS

Proposed vehicular entry and exit diagrams showing the flow of traffic along Westfield Drive for access to the Westfield Retail Centre and also to the residential properties along Westfield Drive.
 For figures 65-68, the building envelope shown is indicative only and is not consistent with the proposed building envelope.

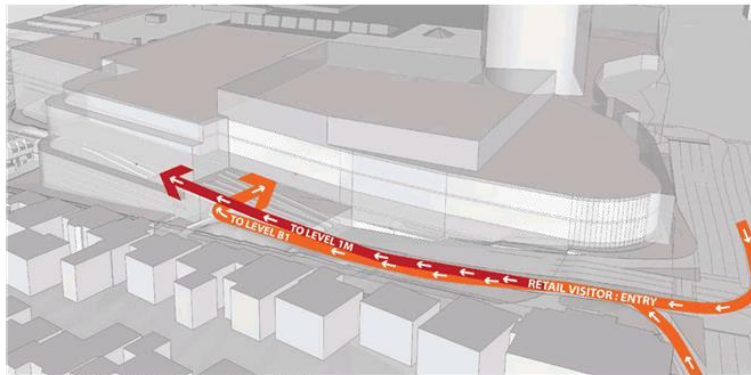
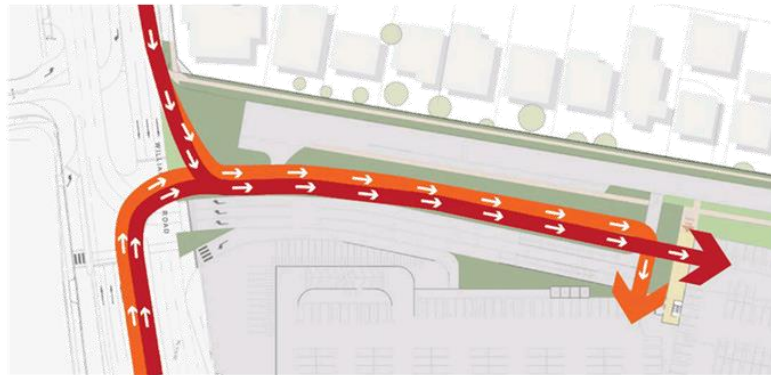


Figure 65: Westfield Retail Visitors Carpark access ENTRY

- Retail visitors/shoppers enter carparking areas from Williamsons Road via multiple ramps accessing different levels.



Plan

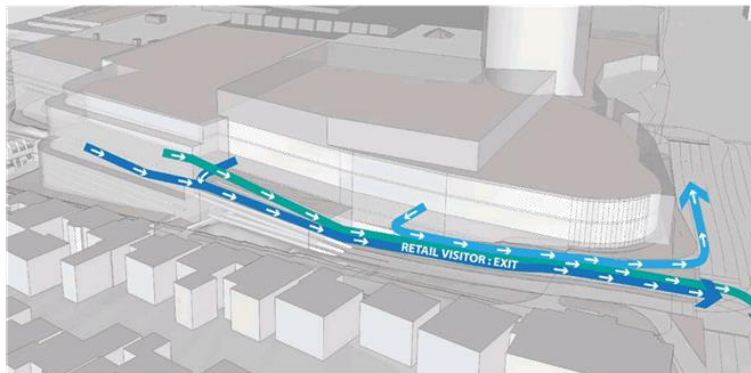
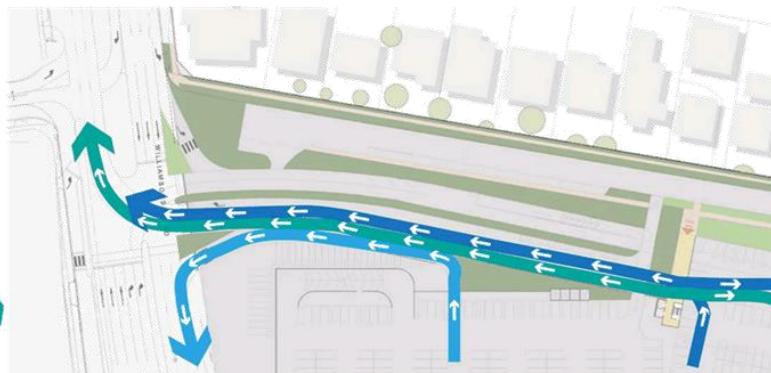


Figure 66: Westfield Retail Visitors Carpark access EXIT

- Retail visitors/shoppers exit the centre from carparking areas to Williamsons Road via the ramps.



Plan

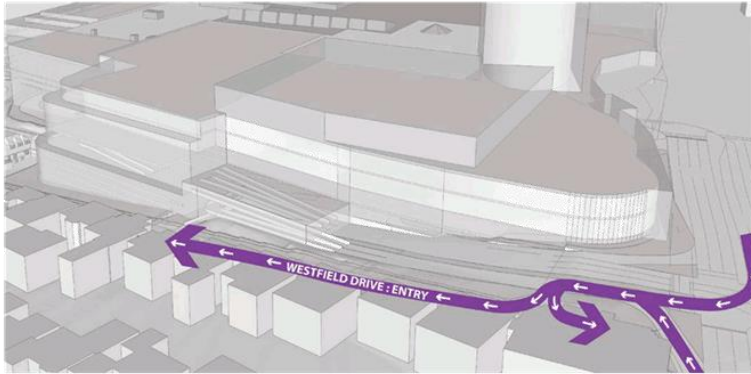
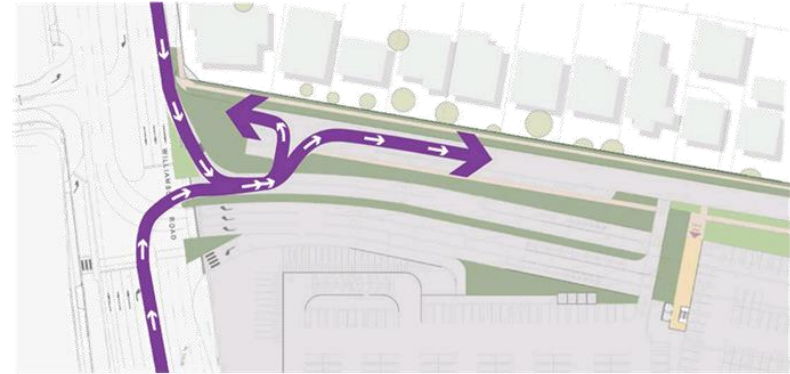


Figure 67: Westfield Drive car access ENTRY

- Westfield Drive residents access via signalised intersection
- Slip-lane into Westfield Drive



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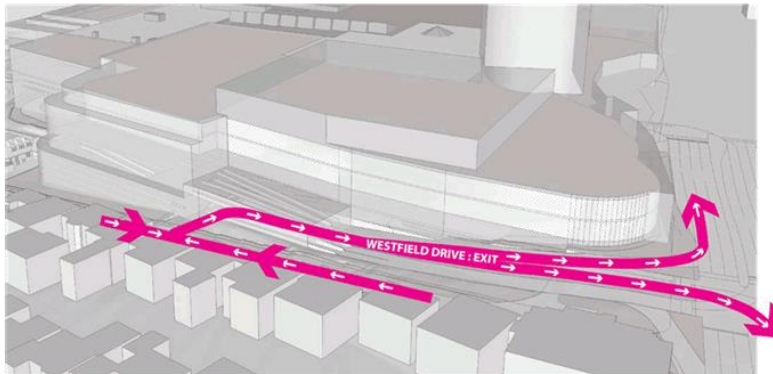
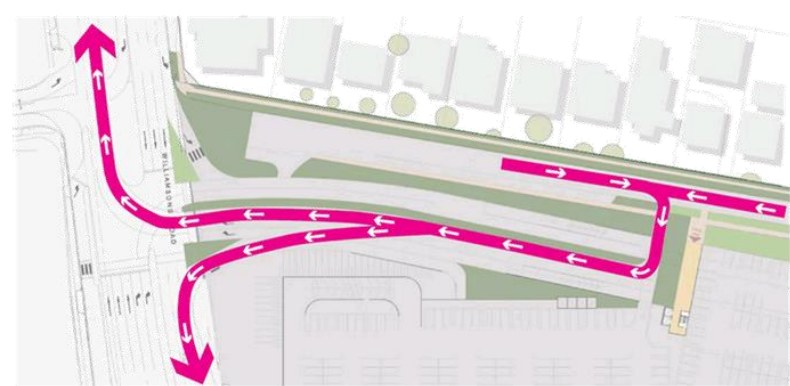


Figure 68: Westfield Drive car access EXIT

- Westfield Drive residents exit from Westfield Drive to Williamson Road Via Loop Ramp



Plan

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 and access to existing services will remain unchanged.

As part of the development of the complex, an additional service area is proposed to the north of the site. The new service area will be exclusively accessed from Doncaster Road, via 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. The new service area at the northern end of the site is to be located on Level B4 and will be fully enclosed within the building.

Any noise impacts from service areas within the centre will be managed by the hours of operation.

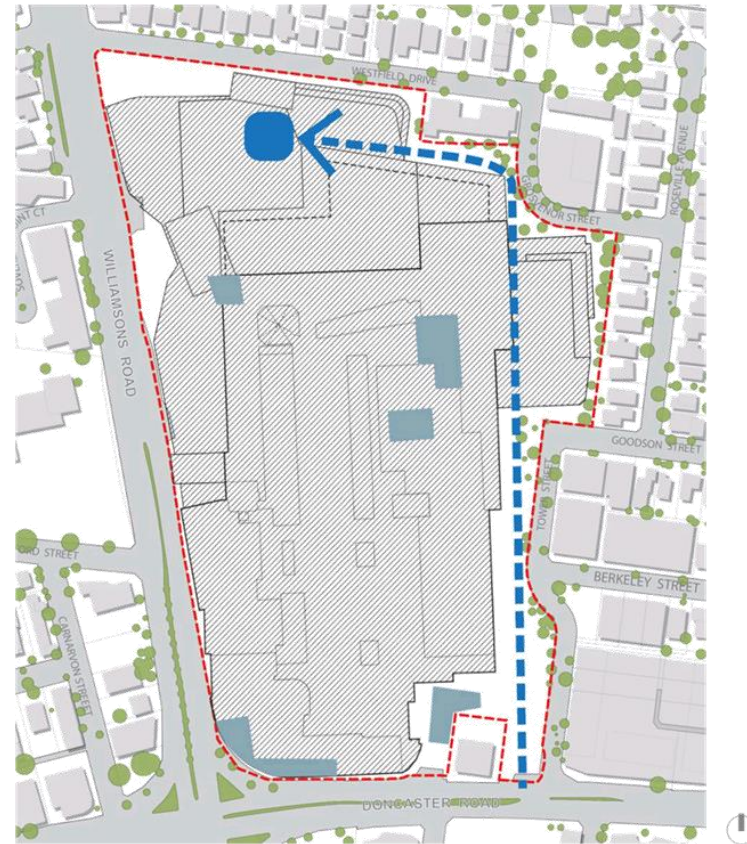


Figure 69: Location of proposed new service area with access point indicated



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 70: 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 71: 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 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 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 into a lobby, with lift access directly up into the retail centre. Entry at this point will provide high amenity for pedestrians by being broad and direct, and clearly articulated within the building facade to give safe access into the centre,
- 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,
- Consideration of opportunities to develop planted treatments to public realm areas and associated building facades, to also reduce reflected heat and to enhance the external visual amenity presented to adjoining public spaces. Such treatments could include climbing frames and planters, subject to building form and function.

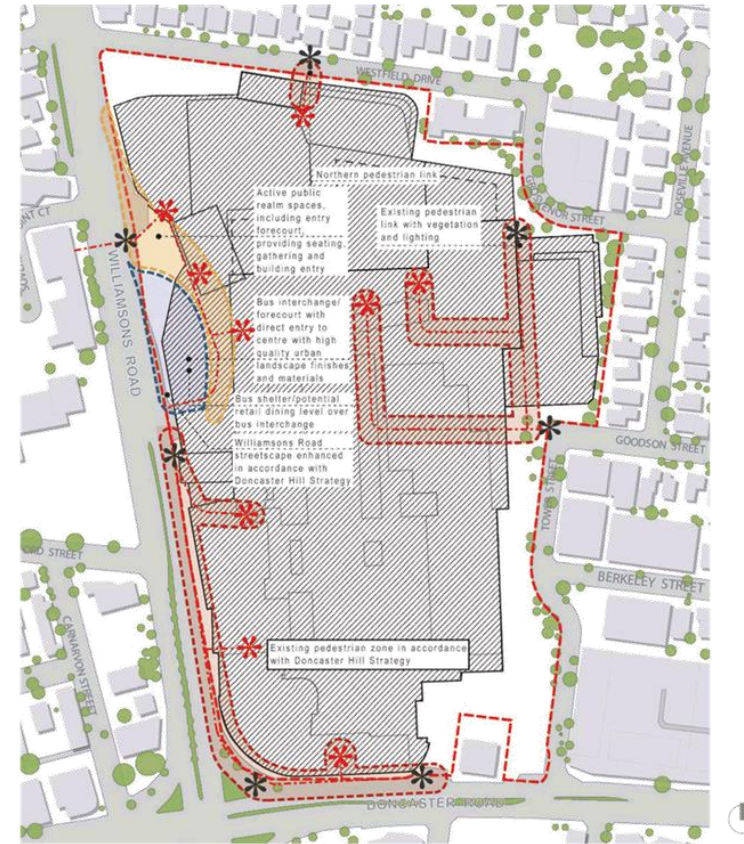


Figure 72: Public realm improvements for Westfield Doncaster

- * Existing pedestrian entries to site
- * Pedestrian entries to building
- - - Pedestrian link from site entry to building
- Bus interchange/forecourt
- Entry forecourt/retail 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. The 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 - refer Figures 73-79 for details.

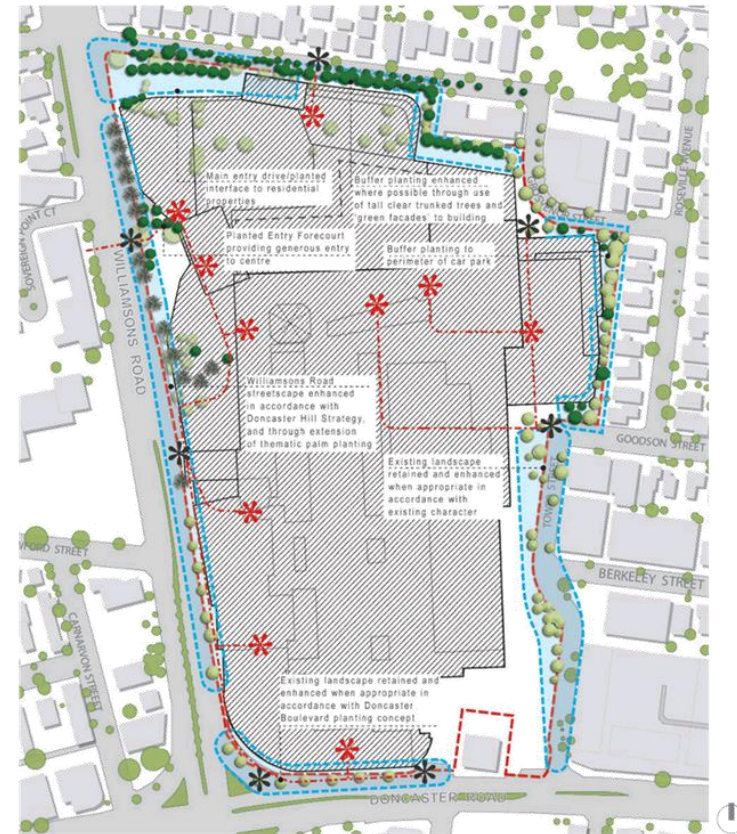


Figure 73: Proposed landscape improvements for Westfield Doncaster

- Existing pedestrian entries to site
- 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

- A new landscaped pedestrian entry into the centre on Westfield Drive, accessible from street level and with generous low level landscaping and seating areas to provide a safe, well-lit, inviting and easily accessible entry directly into the retail centre (via lift).
- Consideration of opportunities to develop landscape areas on rooftop areas, to provide both amenity spaces for workers and visitors in appropriate locations and to reduce reflected heat. Such spaces would be integrated with building entries and required car parking.
- Consideration of opportunities to develop planted treatments to building facades, to also reduce reflected heat and to enhance the external visual amenity presented to adjoining public spaces. Such treatments could include climbing frames and planters, subject to building form and function.
- A positive visual treatment of acoustic barrier between Westfield Drive and the new entry drive (shown on figure 76). 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 adjoining boundaries of residential properties at 36 Westfield Drive. These species will again be tall clear trunked eucalypts, to further contribute to a positive planted interface, supported by a second layer of medium height evergreen trees to ensure a dense separation.
- Enhancement of existing established vegetation to the north and east of the eastern car park, through the planting of supplementary tall trees, medium height trees and dense ground level planting.

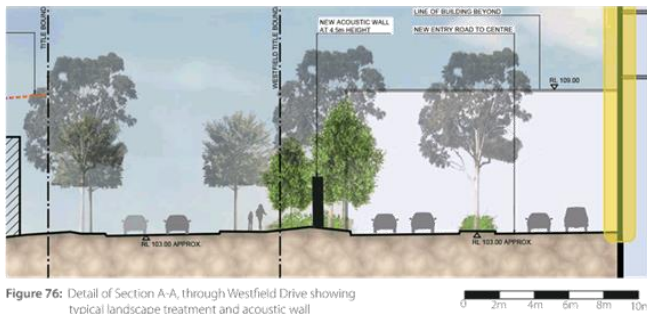


Figure 76: Detail of Section A-A, through Westfield Drive showing typical landscape treatment and acoustic wall

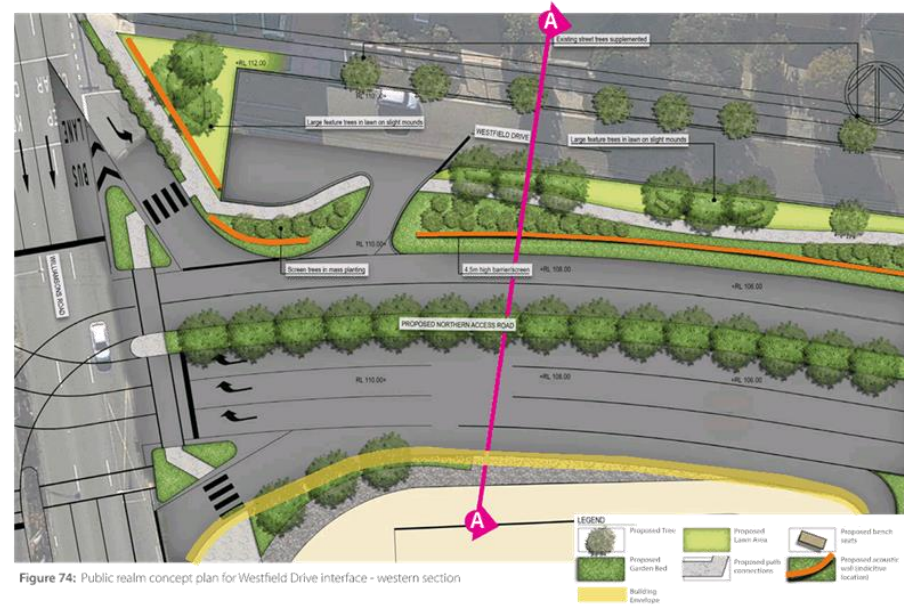


Figure 74: Public realm concept plan for Westfield Drive interface - western section



Figure 75: Section A-A, Proposed typical section through Westfield Drive showing typical landscape treatment and acoustic wall

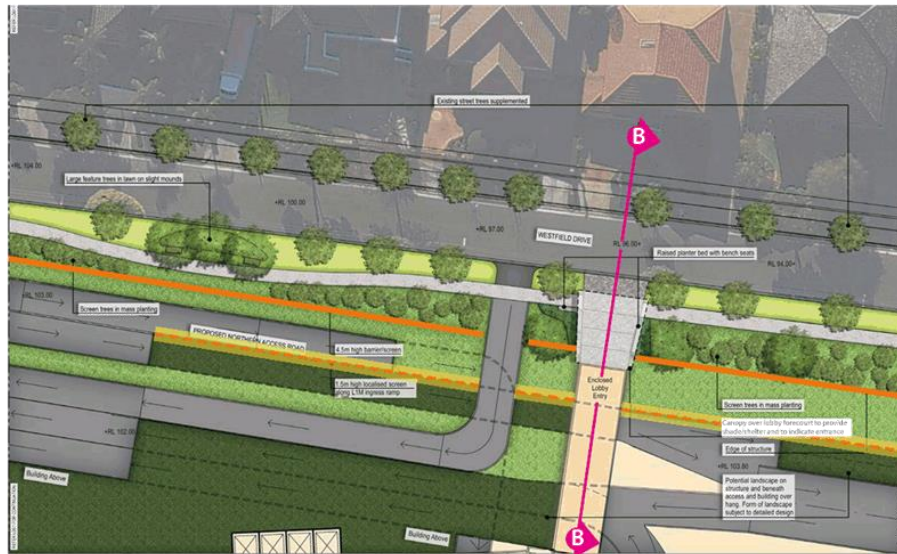
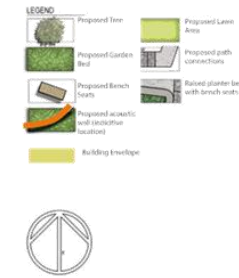


Figure 77: Public realm concept plan for Westfield Drive interface - central section with vehicular and pedestrian access points off Westfield Drive



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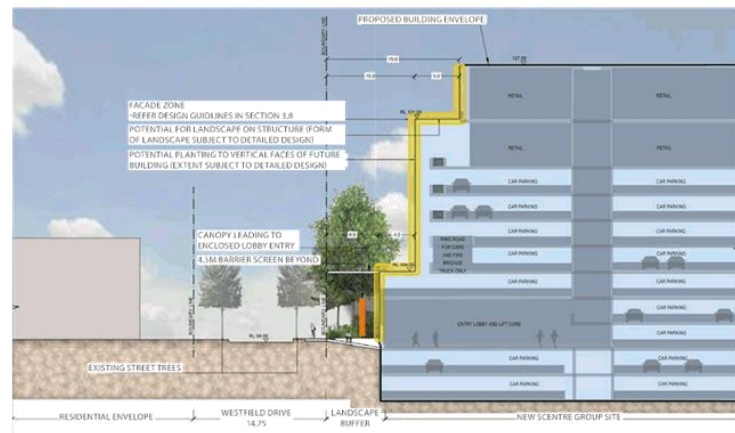


Figure 78: Section B-B, Proposed section showing typical landscape treatment through proposed pedestrian entry from Westfield Drive (Floor levels are indicative only)

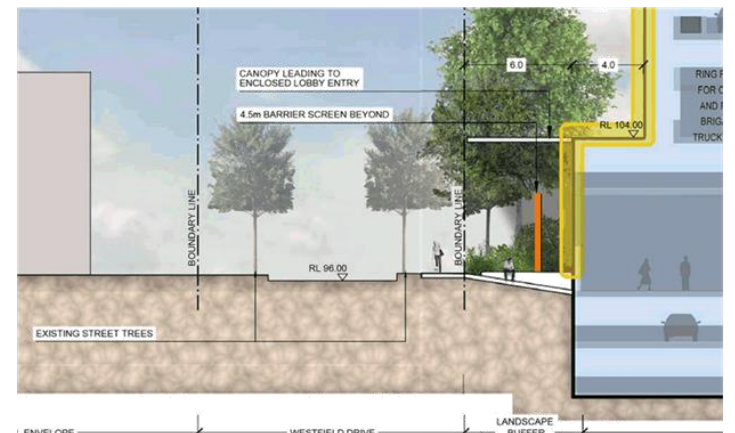


Figure 79: Detail of Section B-B, showing typical landscape treatment through proposed pedestrian entry from Westfield Drive (Floor levels are indicative only)



Figure 80: Public realm concept plan for Westfield Drive interface - adjoining 36 Westfield Drive

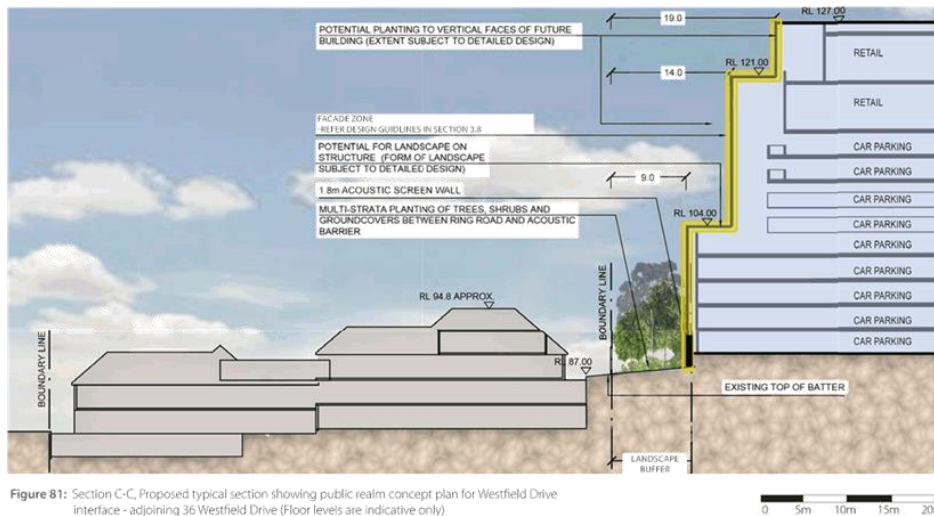
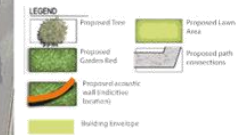


Figure 81: Section C-C, Proposed typical section showing public realm concept plan for Westfield Drive interface - adjoining 36 Westfield Drive (Floor levels are indicative only)

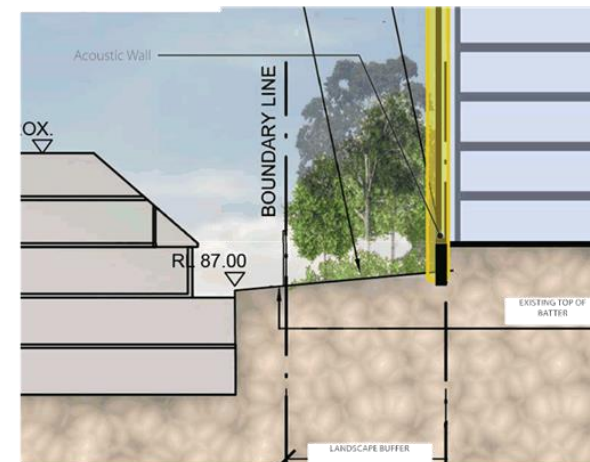


Figure 82: Detail of Section C-C, showing public realm concept plan for Westfield Drive interface - adjoining 36 Westfield Drive (Floor levels are indicative only)

WESTFIELD, DONCASTER DEVELOPMENT PLAN

3.8 Development Guidelines

This section sets out the guidelines that applies 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 establishes a generally low-lying and residential character to the north. Some infill is visible and future lot consolidation will facilitate the development of three storey apartment blocks. The current planning controls for the properties along Westfield Drive allow 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 along Westfield Drive as land falls away towards the east.

Key components of the Westfield Drive interface will include:

- A** New built form in the northern part of the site should comply with the requirements of Clauses 55.04-3 (Daylight to Existing Windows), 55.04-5 (Overshadowing Private Open Space) and 55.05-6 (Overlooking) of the Manningham Planning Scheme where the site adjoins 36-40 Westfield Drive.
- B** Multi-level car parking will be screened from the streetscape with adequate planting and/or screening elements that provide visual relief and limits light spill.
- C** Vehicle ramps accessing the carparking areas from Williamsons Road (adjacent Westfield Drive) will be screened by incorporating them into the architectural concept and articulation of the building facade fronting Westfield Drive.
- D** Acoustic barriers 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, to the residential properties.

Figure 83: Artists impression of the northern facade interface with Westfield Drive properties, with potential future built form illustrated (Design elements and articulation are indicative only). Comparative existing view below.



WESTFIELD DRIVE - 'ARTICULATED FACADE ZONE'

In order to ensure a high quality built form outcome for the Westfield Drive interface, the following guidelines have been prepared for the 'Articulated Facade Zone', which specifically addresses the lower level interface treatments between the proposed centre and the Westfield Drive streetscape environment.

- 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 new built form will consider the topographic variance between site and Westfield Drive interface.
- The treatment of new built form facing Westfield Drive will include articulation and modulation to break up the massing of the built form, create visual interest and reduce the overall perception of visual bulk at the Westfield Drive interface.
- The architectural approach will be to ensure a consistent and legible treatment and articulation of the building from the public realm areas of Westfield Drive, acknowledging that the building is commercial in its nature, but part of a balanced streetscape respects the residential properties on Westfield Drive.
- The northern facade of the proposed built form will include:
 - Architectural design treatments to break up the overall perceived height, bulk and mass of the facade from street level, including the use of a curved profile to soften the built form edge and provide articulation opportunities to the building profile.
 - Vertical articulation within the facade break the horizontal nature of the building into a rhythm responsive to the residential grain.
 - A high quality and consistent palette of non-reflective materials and finishes that enhance the Westfield Drive streetscape.
 - Opportunities for 'greening' of the building facade to soften the building appearance, help to break down the visual massing of the building, and take advantage of the northerly aspect.
 - Landscaping to the building edge to soften the overall frontage of the building and reduce the visual bulk of the facade.
 - Landscaping to the street reserve to reinforce the Westfield Drive streetscape.
 - Provision of a high quality pedestrian environment,

featuring the use of clear trunked trees and low dense shrubs at the ground level to provide a consistent green ground plane,

- The incorporation of a dedicated pedestrian entry point from Westfield Drive, which is clearly identifiable, includes weather protection, is of a human scale and is inviting and welcoming for pedestrians to enter.
- Consistent, contemporary high quality street furniture and lighting to the Westfield Drive interface, particularly focused on creating an

inviting pedestrian environment around the new entry to the centre,

- Easily accessible and visible bicycle parking adjacent the new entry to the centre, including high quality lighting contributing to a high level of safety and security,
- Clear signage and visual wayfinding to the facade and the entry,
- Acoustic treatments to the upper levels of the facade in order to mitigate noise impacts, including acoustic screening elements (refer Acoustic

Treatments Section 3.13 for more details),

- Establish a base, middle and top of the building, and
- Permeability of the facade at upper levels where consistent with internal retail planning.
- Upper level activation to provide appropriate passive surveillance opportunities and benefit from distant views towards the north and east, whilst limiting light spill into adjacent residential properties.



Figure 84: Artists impression of the northern facade interface with Westfield Drive properties, with potential future built form illustrated (Design elements and articulation are indicative only) Comparative existing view on the right.



Figure 85: Residential dwellings along Westfield Drive are single or double storey in height establishing a low-lying residential interface to the north

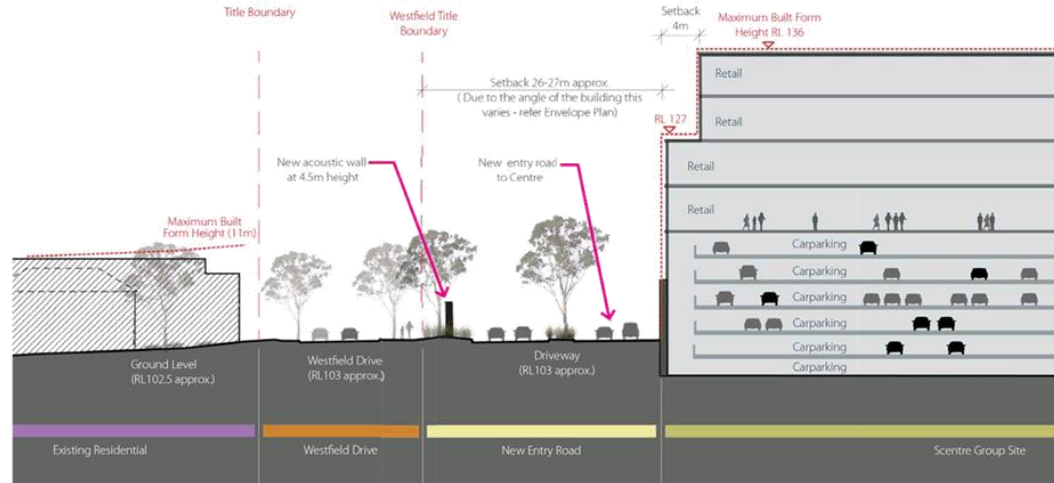


Figure 86: Section D-D showing stepping down of built form to Westfield Drive interface (building levels are indicative only)



WESTFIELD DONCASTER DEVELOPMENT PLAN

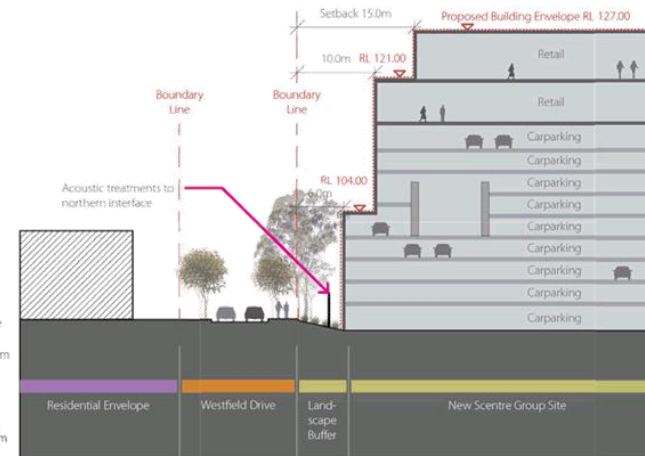
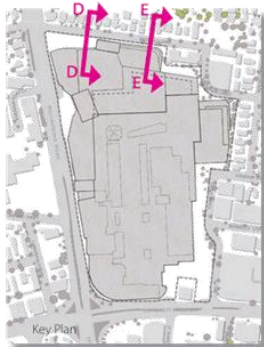


Figure 87: Section E-E showing interface to Westfield Drive properties, with potential future built form illustrated (Floor levels are indicative only)



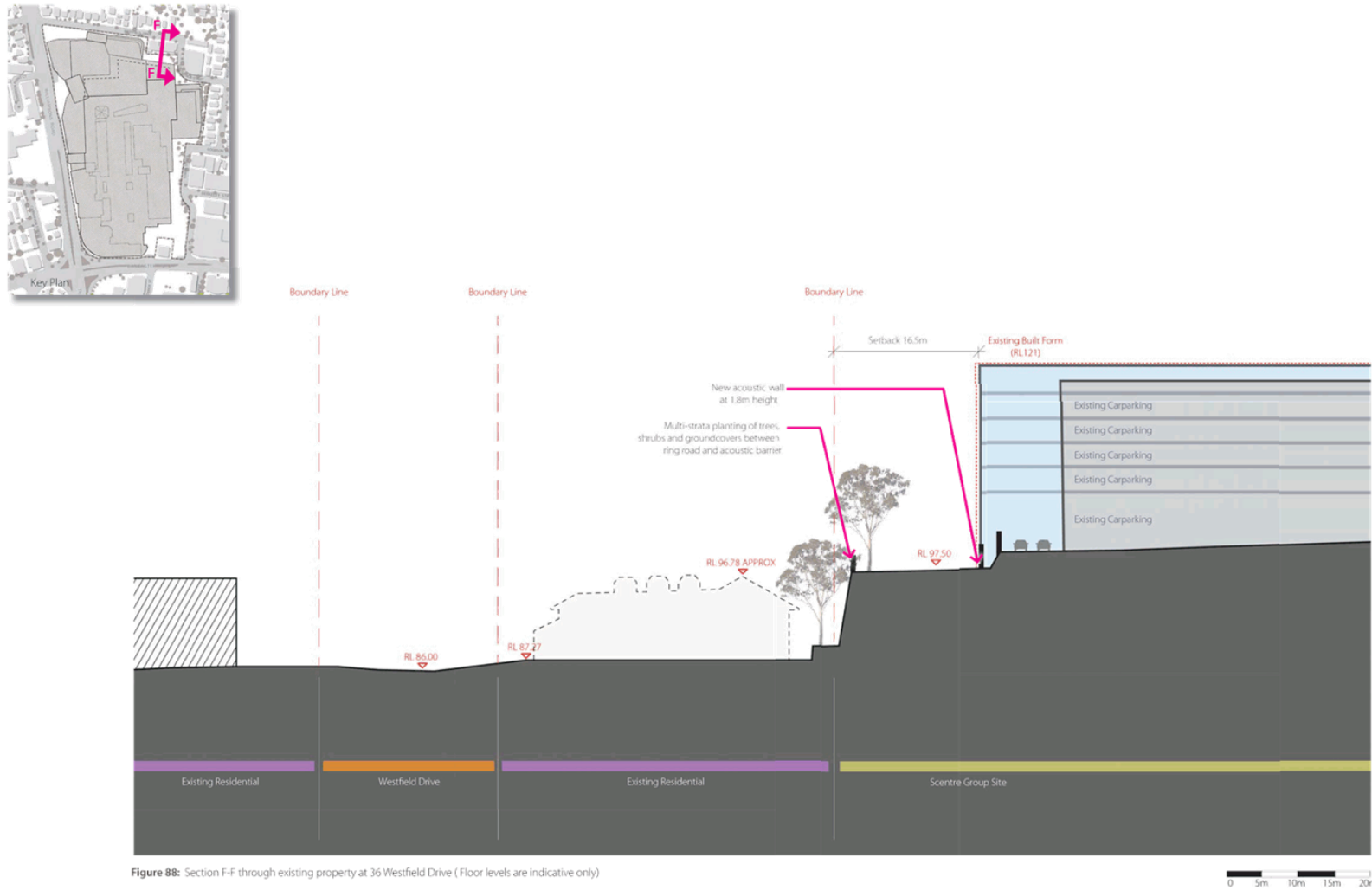


Figure 88: Section F-F through existing property at 36 Westfield Drive (Floor levels are indicative only)

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 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 defined built form edge established along Williamsons Road, avoiding extended blank walls along ground floor level where possible,
- 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,
- Intended to create an engaging sense of arrival to the activity centre, the Northern interface to Westfield Drive will provide an articulated façade incorporating architectural elements and demonstrating an exemplary design response. The gestural façade treatments will appear visually interesting and dynamic from afar, while engaging with pedestrians at street level to identify the

beginning of the retail precinct.

- 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.

The new built form frontage to Williamsons Road responds to the existing ACZ setback requirement of 5m in a number of key ways:

- Where built form is setback less than the designated 5m, but does not abutt the existing centre, it is located in order to emphasise and anchor the corner of Williamsons Road and Westfield Drive, and will also feature high quality materials and considered architectural articulation,
- Where built form is setback more than the designated 5m, it is located to create the high quality public realm space of the public forecourt and entry into the centre from

Williamsons Road,

- Where built form is setback more than the designated 5m, it is located to allow for the bus interchange and its associated areas to interface effectively with the public realm and pedestrian boulevard of Williamsons Road.

In these situations, the combined width of the road reserve and the building setback will be sufficient to provide both a full-width paved pedestrian boulevard (3.6 minimum) and a generous landscape interface incorporating the feature Canary Island Palms.

By creating built form that responds in these ways, the proposed development helps to reinforce the sense of the Williamsons Road boulevard treatment, and reinforce the high-quality streetscape and public realm in this zone.

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Figure 89: An example of the potential facade treatment along Williamsons Road

GATEWAY TOWER BUILT FORM

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 gateway tower will include:

- 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 is provided to private open space of adjacent residences and public open space.

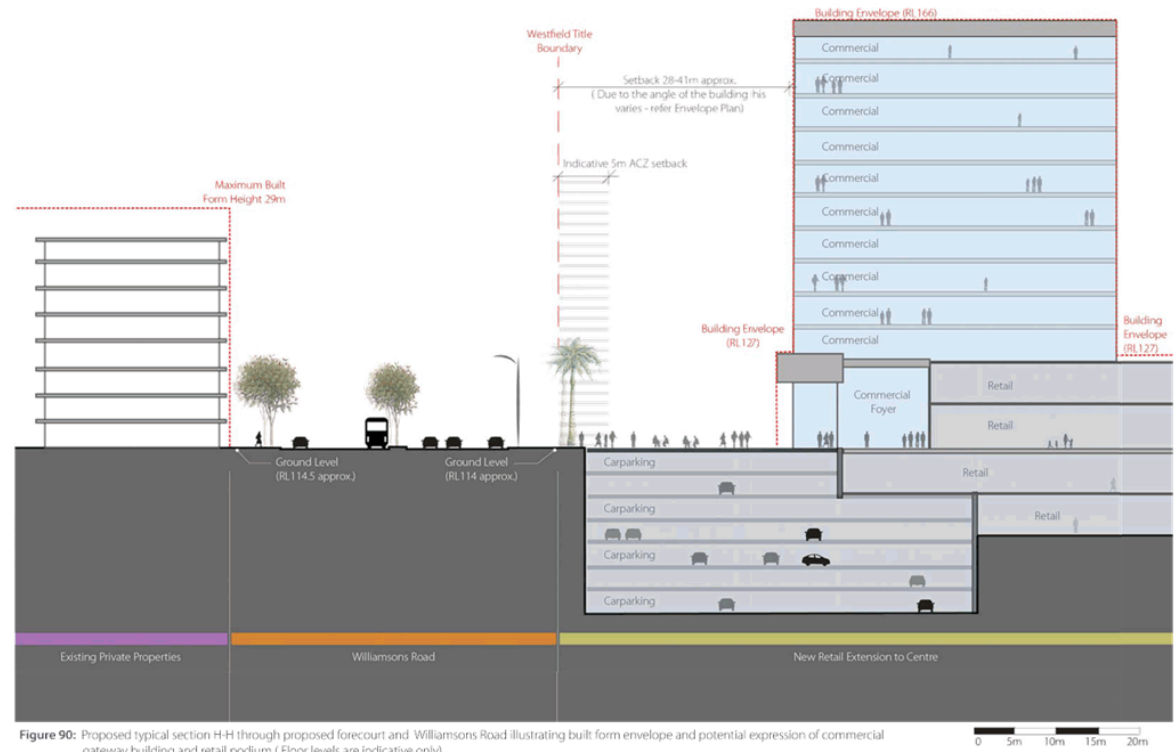
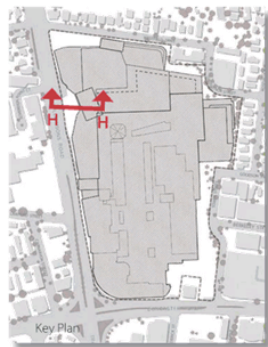


Figure 90: Proposed typical section H-H through proposed forecourt and Williamsons Road illustrating built form envelope and potential expression of commercial gateway building and retail podium (Floor levels are indicative only)

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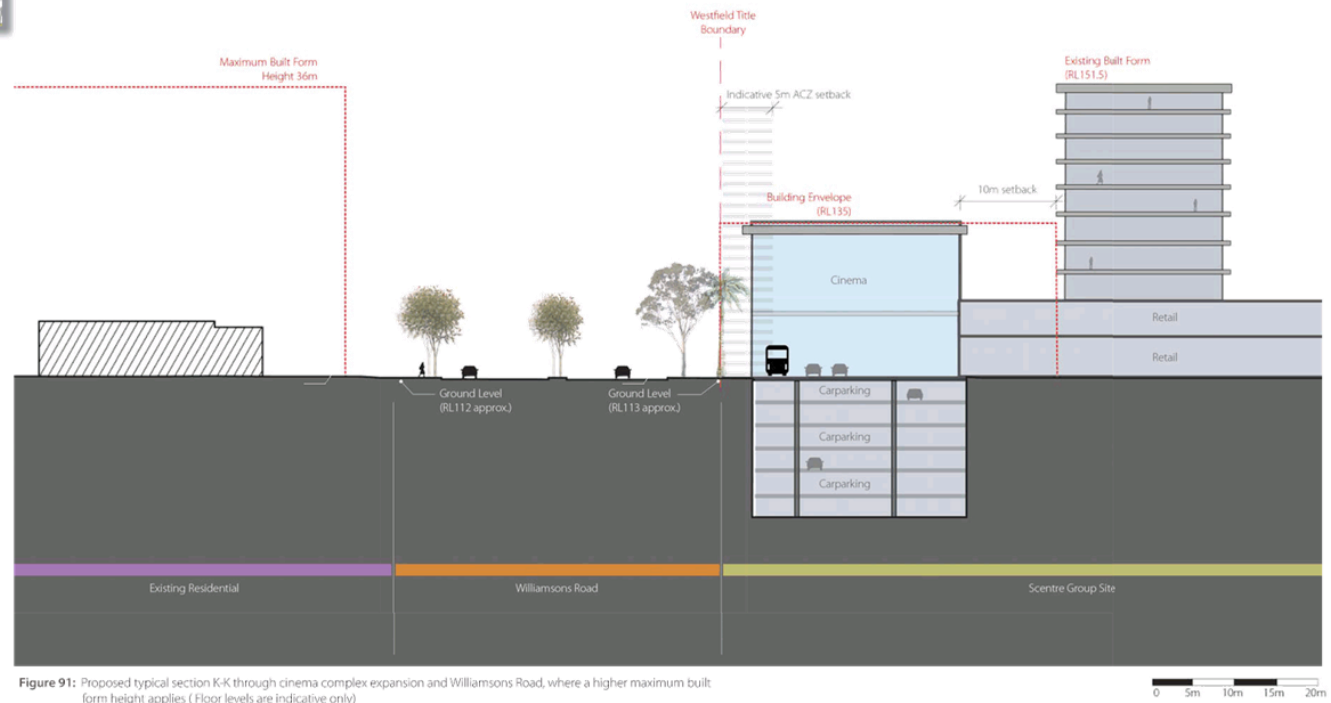
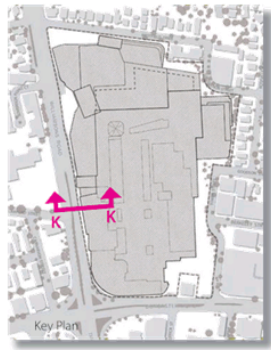


Figure 91: Proposed typical section K-K through cinema complex expansion and Williams Road, where a higher maximum built form height applies (Floor levels are indicative only)



Figure 92: Existing double storey dwelling on Roseville Avenue

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.

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.

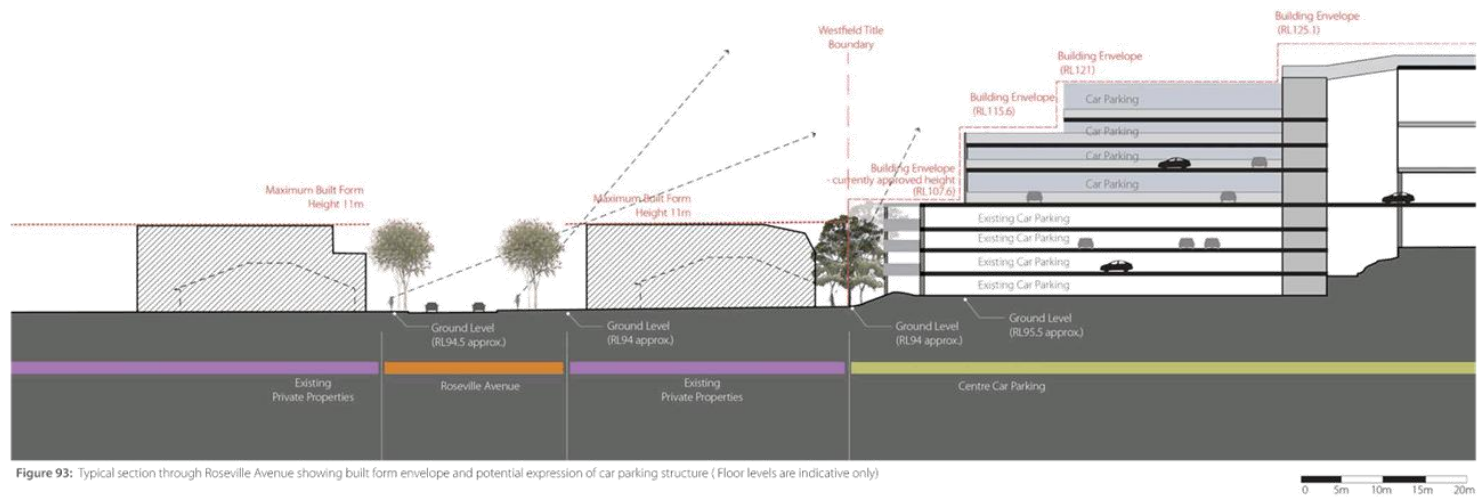


Figure 93: Typical section through Roseville Avenue showing built form envelope and potential expression of car parking structure (Floor levels are indicative only)

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,
- The ability for buses using the interchange to loop around to access bays prior to re-entering Williamsons Road,
- 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.

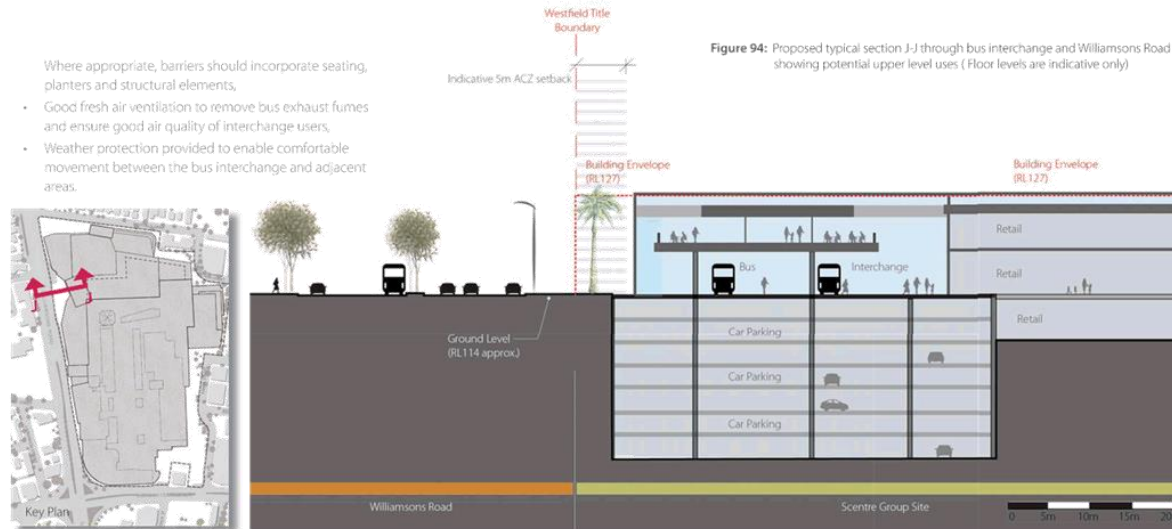


Figure 94: Proposed typical section J-J through bus interchange and Williamsons Road showing potential upper level uses (Floor levels are indicative only)



Figure 95: 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.
- Emphasise social access to forecourt.
- 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, 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 96: Durable materials to external landscape structures



Figure 97: Pavements should be primarily of a mass character with colour and texture used



Figure 98: Section K-K through proposed forecourt and Williamsons Road interface



Figure 99: Public realm concept plan showing potential proposed treatment of entry forecourt and bus interchange areas

3.9 Additional Sections

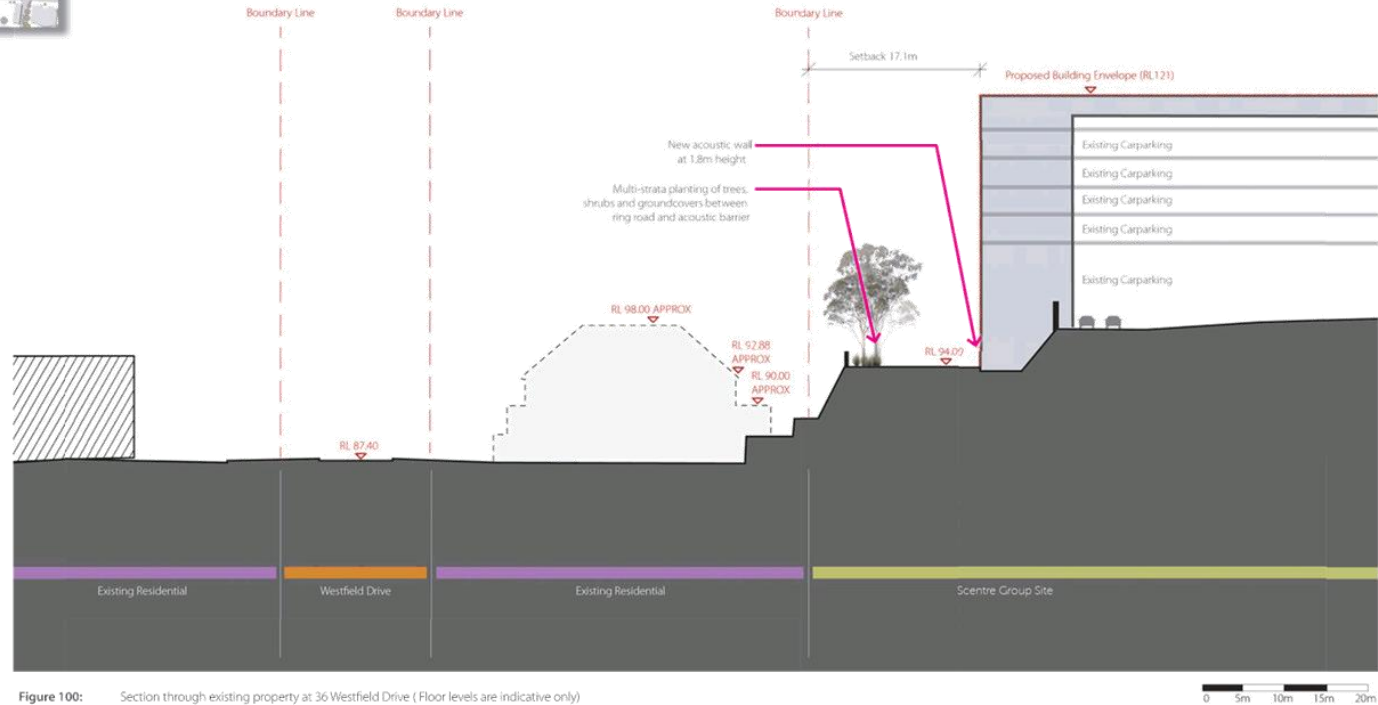
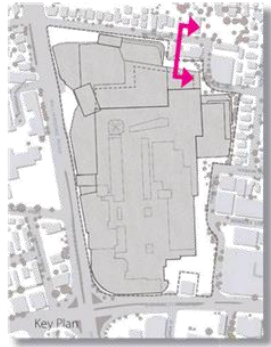


Figure 100: Section through existing property at 36 Westfield Drive (Floor levels are indicative only)

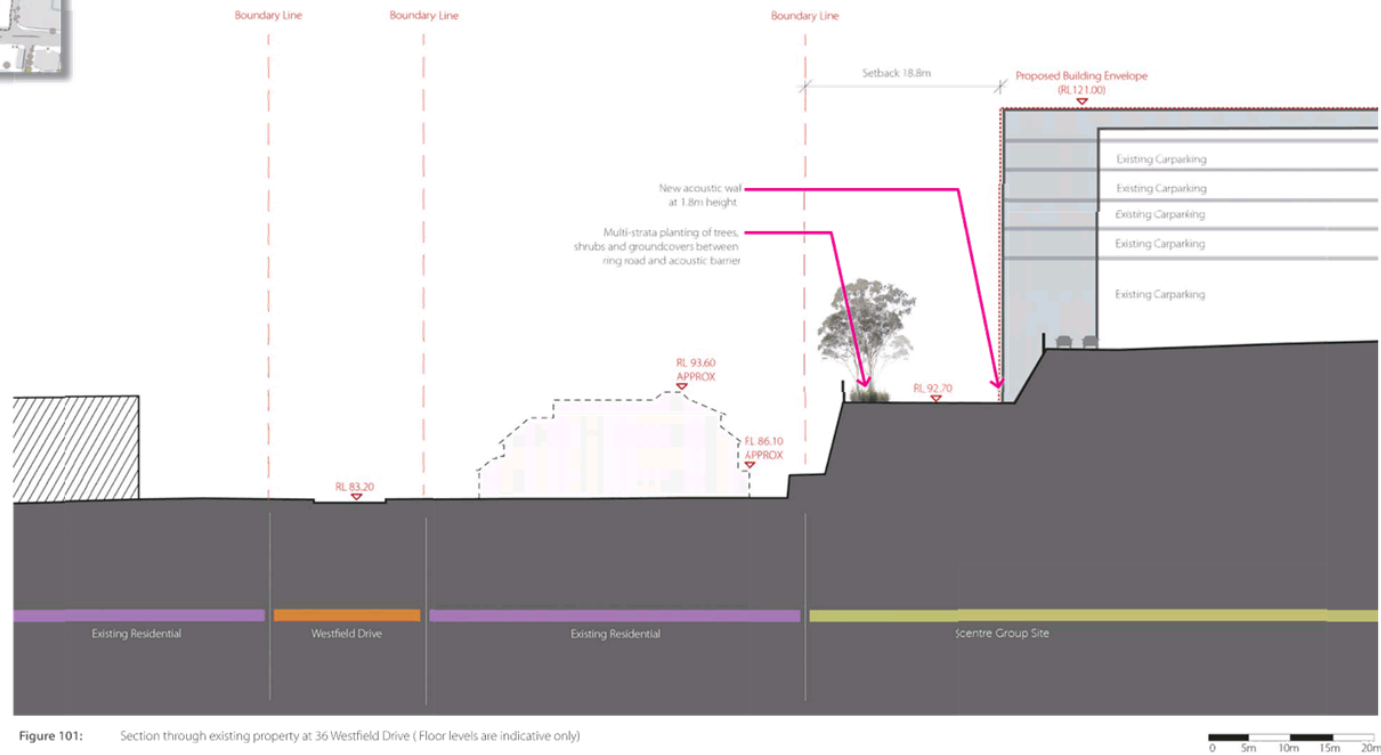
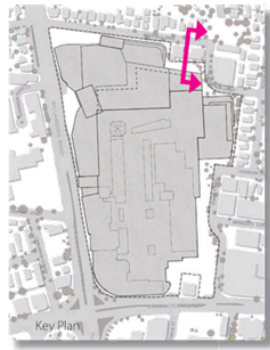


Figure 101: Section through existing property at 36 Westfield Drive (Floor levels are indicative only)

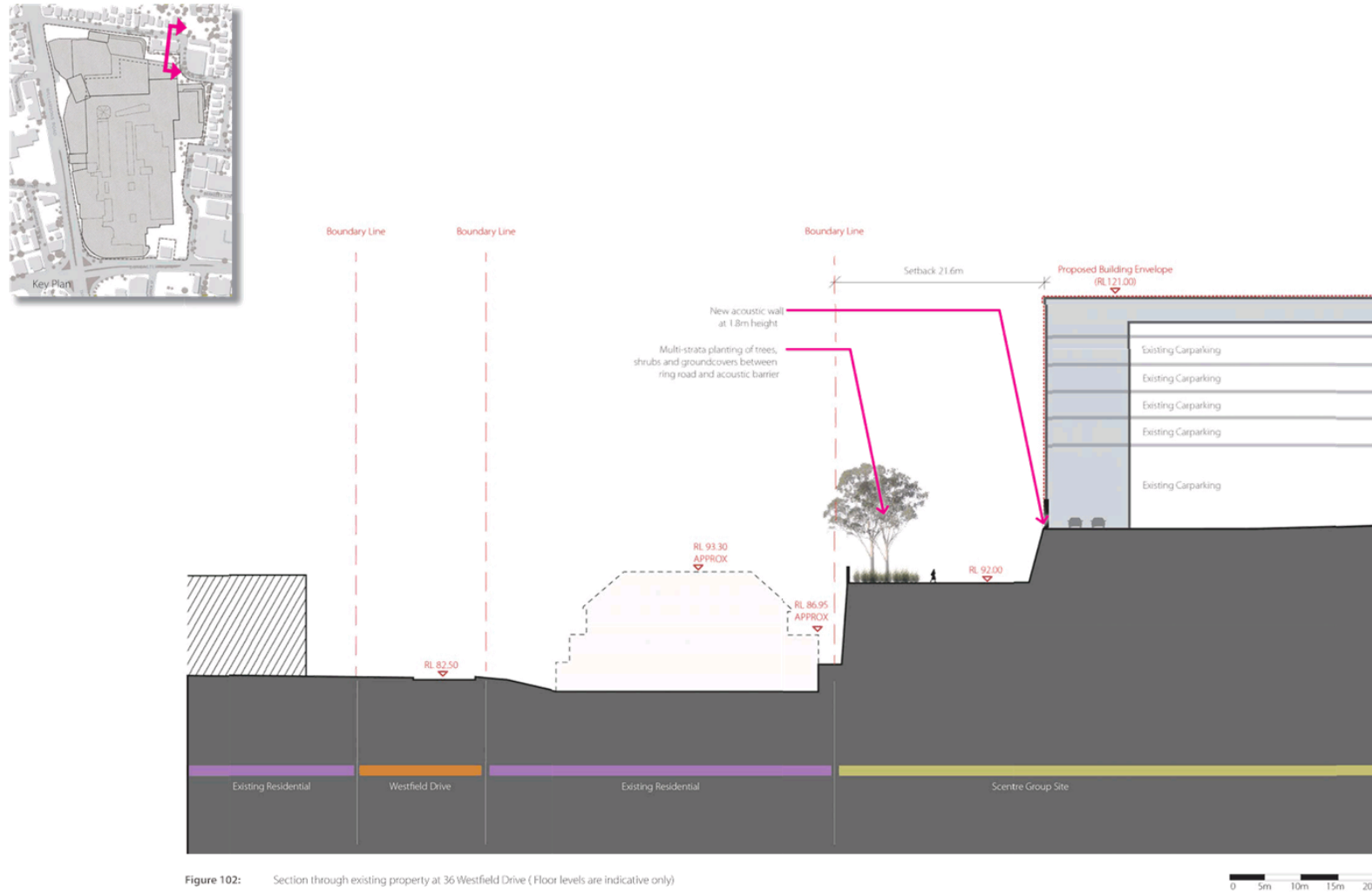


Figure 102: Section through existing property at 36 Westfield Drive (Floor levels are indicative only)

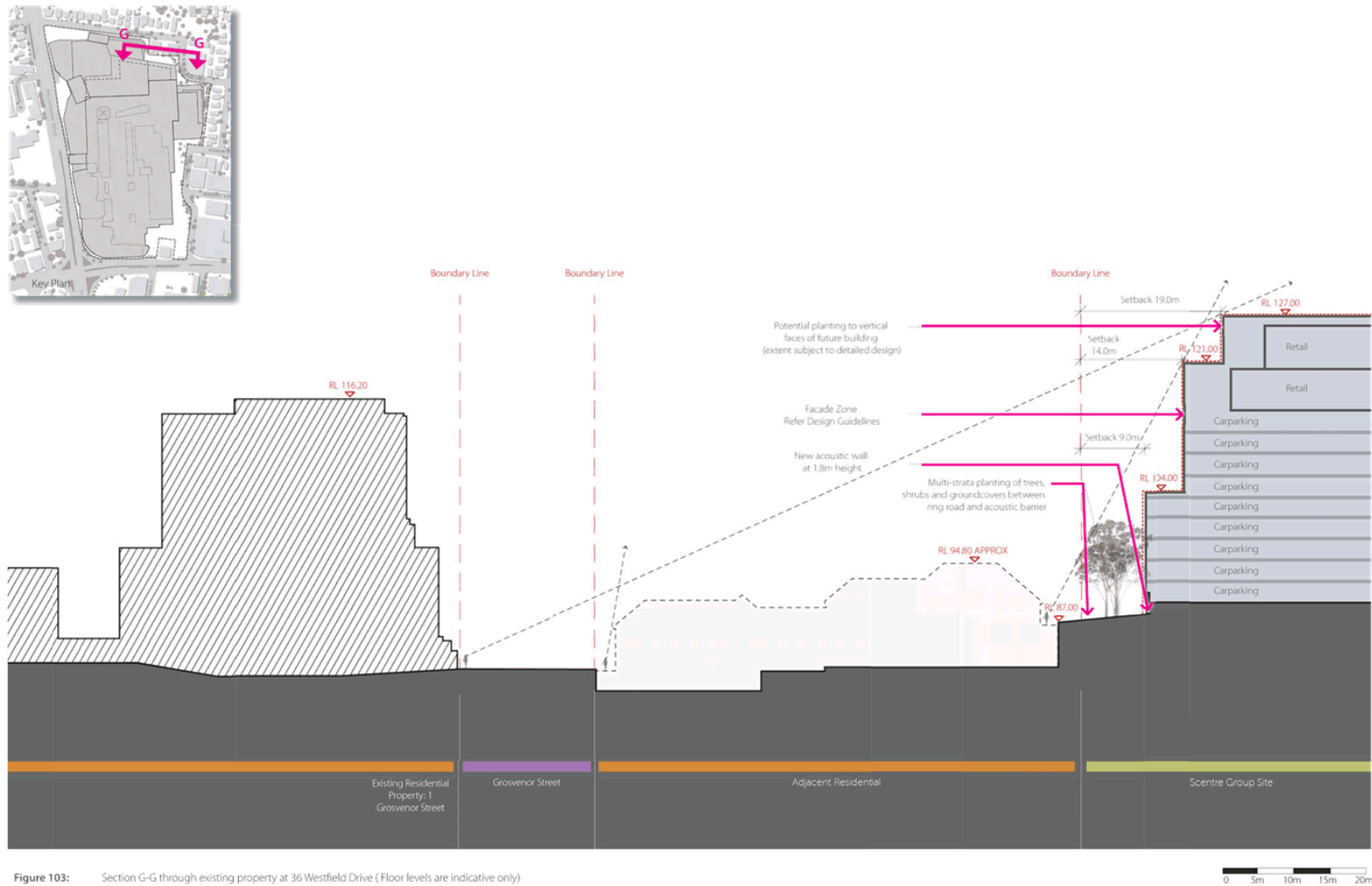


Figure 103: Section G-G through existing property at 36 Westfield Drive (Floor levels are indicative only)

3.10 Ecologically Sustainable Development

SUSTAINABLE DESIGN RESPONSE

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

It will also build upon the Centre's previous environmental successes and best practice' sustainable design approach achieved, to take a further step forward. The proposed development commits to demonstrating a minimum potential of a 4-Star or 'Best Practice' outcome against the latest Green Star – Design & As-Built (v1.2) rating tool and will strive towards an aspirational 5-Star or 'National Excellence' outcome.

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.

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

Social / Economic

- e.g. Community Interaction, Access, IEQ & Sustainable Transport

STRATEGIES & INITIATIVES

The Sustainability Commitments report prepared for the proposed expansion of Westfield Doncaster has identified a range of commitments under the following key environmental categories:

- Management
- Indoor Environmental Quality (IEQ)
- Energy and Greenhouse Gas Emissions
- Transport
- Water
- Materials
- Land use & Ecology
- Emissions
- Waste Minimisation
- Public Realm & Community Infrastructure

Reporting & Verification

In addition to having on-going consultation with Council it is proposed to provide regular reporting to Council at strategic points in the design, documentation and construction of the expansion with respect to progress on its sustainability commitments as well as verification of built outcomes.

GUIDANCE

In assessing and determining the proposed sustainability commitments for the Westfield Doncaster masterplan the following documents were reviewed and referred to:

- Doncaster Hill Strategy 2002, revised in October 2004
- Westfield Doncaster Sustainability Management Plan dated December 2005 and approved by Manningham City Council in February 2006
- Doncaster Hill Sustainability Guidelines
- Doncaster Hill Mode Shift Plan 2014
- Activity Centre Sustainability Management Plan Policy (Clause 22.13)
- Doncaster Hill ESD requirements Part C
- Doncaster Hill Water Plan Information Pack (DHWIP)
- Yarra Valley Water (YVW) Recycled Water Third Pipe Scheme
- New Manningham Planning Scheme, Development Plan Overlay - Schedule 4, 2016
- Green Star – Design & As-Built (v1.2) Submission Guidelines as well as associated Technical Clarifications (TCs), Credit Interpretation Requests (CIRs) and updated credits.

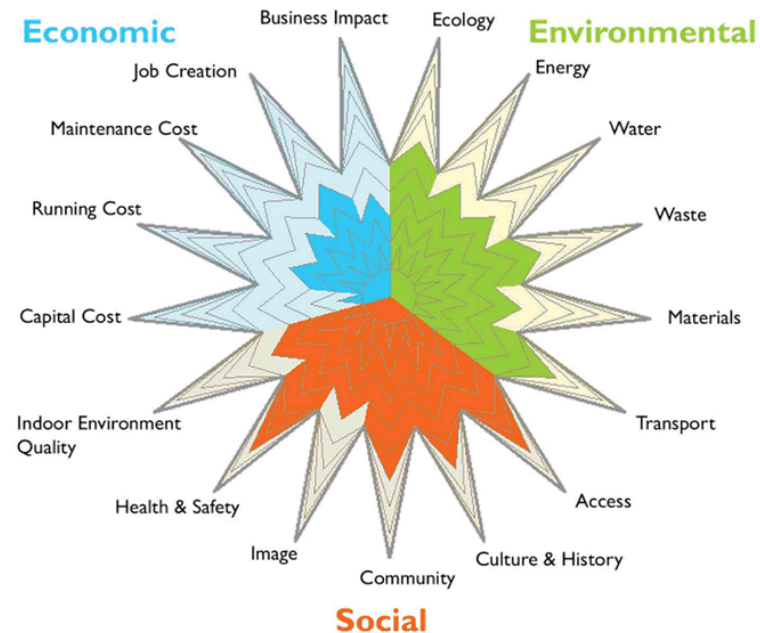


Figure 104: The Responsible Design Approach to Sustainability

WESTFIELD DONCASTER DEVELOPMENT PLAN

3.11 Community 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 that Council has identified will have a Net Community Benefit. These include:

- 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 community 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.

Council has identified an emerging need in Manningham for an innovation hub that includes business incubator, co-working, meeting and training spaces and Scentre Group is committed to working with Council to address that need.

3.12 Advertising Signs

All planning permit applications for the display of advertising 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 from the title boundary 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,
- The purpose of the inclusion of primary tenant signs within directional signs is to encourage the efficient movement of vehicles to and from the site through assisting the choice of entry location best suited to the visitor's needs,
- 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 or signage associated with the bus interchange, including any promotional signs forming part of the bus interchange infrastructure, such as on bus shelters, will only be considered outside of the setback line of 5 metres from the title boundary to Williamsons Road.

An application for planning permit must include an advertising sign package to ensure that the overall sign concept for each entry point and façade is integrated and appropriate to the boulevard and main road context.

3.13 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.

Different acoustic treatments are proposed for the Westfield Drive (northern) interface, and the Roseville Ave (eastern) interface in order to address the different conditions and mitigation opportunities.

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 high screen of varying height between 1.8 to 4.5 metres 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.
- Appropriate setbacks to the proposed sections of the multi-deck carpark to the eastern side of the centre, increasing the distance and separation from existing residential dwellings to the east.
- 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 - including potential measures such as spray sealing trafficable zones to avoid tyre squeal amongst other potential measures.



Figure 105: Proposed location of boundary acoustic treatments

Key

- - - Site boundary
- Acoustic wall on boundary
- 4.5m acoustic screen to Northern Boundary
- 1.8m acoustic screen along ring road (upper level)
- 1.2m acoustic screen along B4 carpark access (lower level)
- Extent of acoustic screens as enclosure of carpark (level B5-Low@2)

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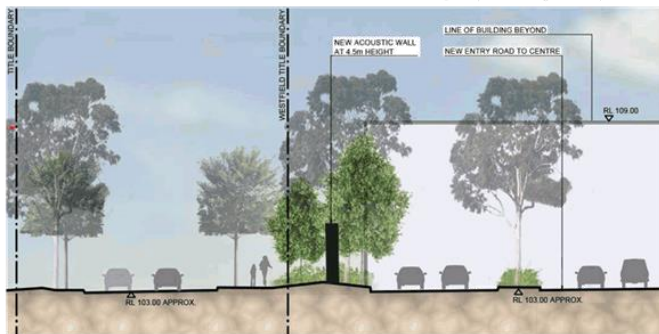


Figure 106: Proposed typical section through Westfield Drive showing typical landscape treatment and acoustic wall

3.14 Staging Plan

The development will potentially be built in up to three stages, as illustrated in the indicative 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:** Parking deck extension to the existing multideck carpark.
- **Stage 2:** New bus interchange to be constructed adjacent Williamsons Road.
- **Stage 3:** The retail expansion including new carparks and the internal roadworks.



Figure 107: Potential staging plan

- KEY
- STAGE 1
 - STAGE 2
 - STAGE 3



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 1960s, 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 and ongoing proposals for major developments at key competing centres, including Chadstone, Northland, Greensborough Plaza, Eastland and The Glen. 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.

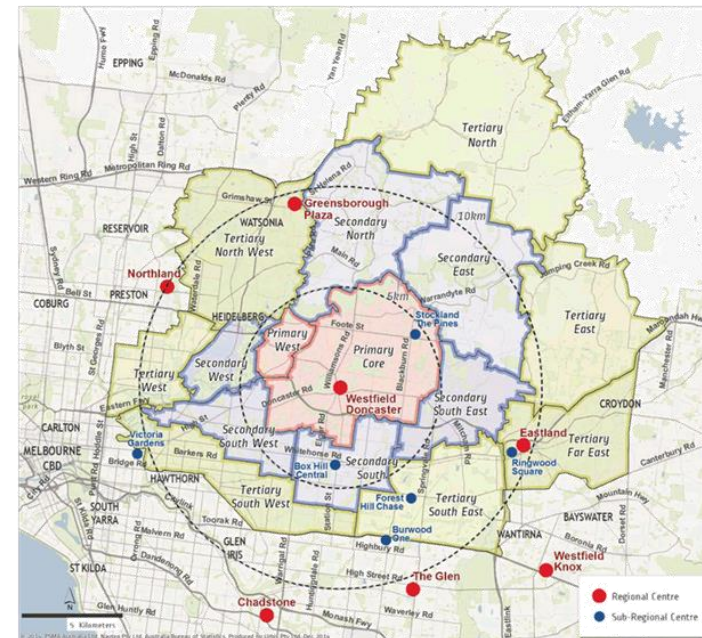
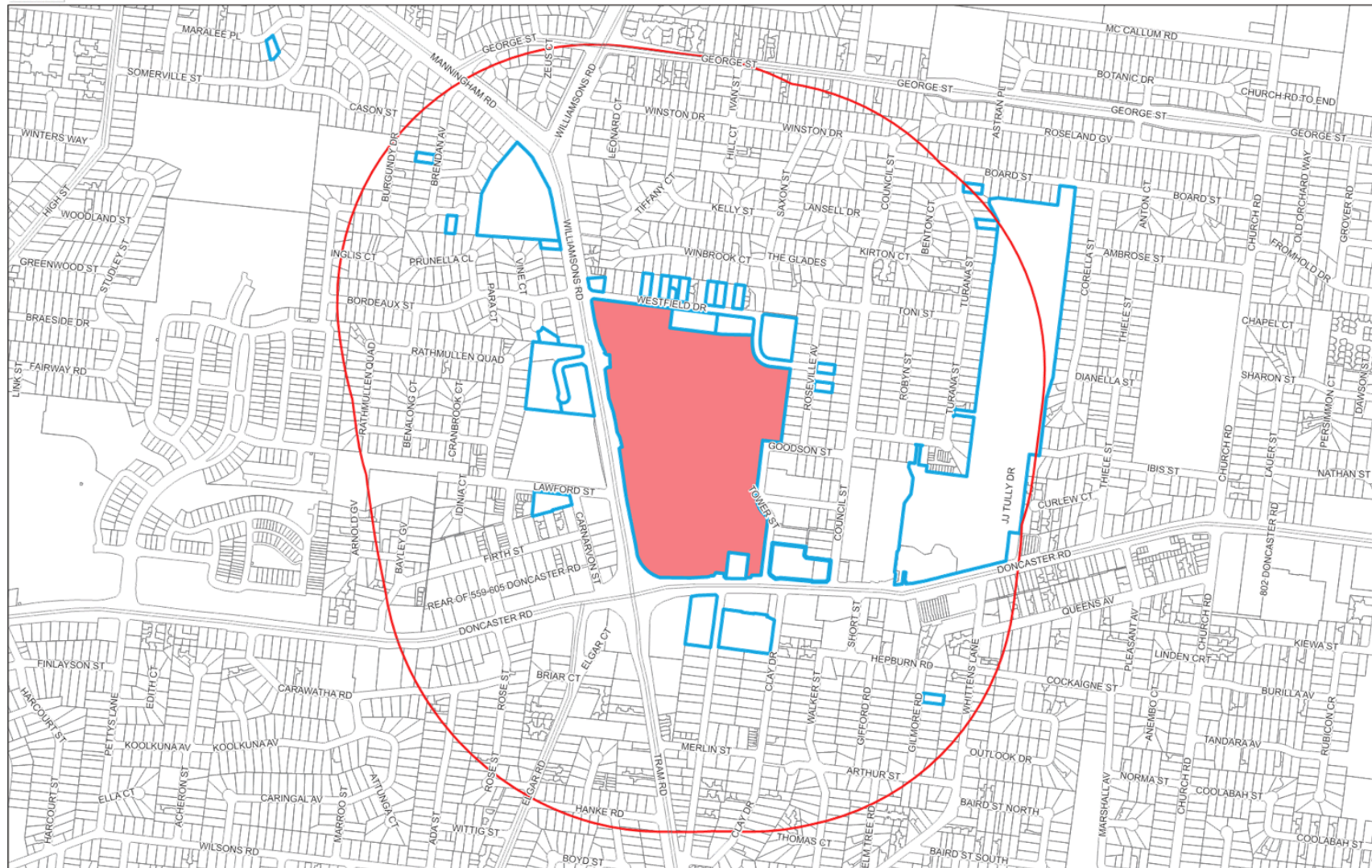


Figure 108: Westfield Doncaster trade area and location of competition centres



AMENDMENT C104 - SUBMITTERS WITHIN 500 METRES OF WESTFIELD DONCASTER

ATTACHMENT 3




The State of Victoria & Manningham City Council do not warrant the accuracy or completeness of information in this product and any person using or relying upon such information does so on the basis that the State of Victoria & Manningham City Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.



52 (including Proponent) submitters inside 500 metre boundary of subject site
 22 Submitters are outside the 500 metre boundary
 11 Submitters not plotted due to lack of address or outside Municipal boundary

Westfield Site
 500m Buffer
 Submitter Properties

10.2 Westerfolds Paddle Sports Plan - First Stage of Community Consultation

File Number: IN18/55
Responsible Director: Acting Director Planning and Environment
Attachments: 1 Westerfolds Paddle Sports Concept Plan Draft March 2018 [↓](#) 

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the Westerfolds Paddle Sports Plan (the Plan) and to seek Council approval to commence consultation with the community in relation to the Plan.

The Plan is funded through a Community Sports Infrastructure Fund grant from the Victorian Government (through Sport and Recreation Victoria) in partnership with Manningham Council, Nillumbik Council, Banyule Council, Canoeing Victoria and Melbourne Canoe Club. Parks Victoria and Melbourne Water (land managers) are also key stakeholders.

The term 'paddle sports' refers generally to both kayaking and canoeing and the Plan relates to a part of Westerfolds Park in Templestowe which is not only popular with paddlers but also many other park visitors, including those using the Main Yarra Trail.

The Plan will include a coordinated detailed site analysis and concept planning, including cost estimates, required for the development of a Westerfolds Paddle Sports Plan on the Yarra River at Westerfolds Park. It will investigate the following building, on-water and landscaping components (refer Attachment 1):

- *New Regional Education Paddling Centre;*
- *Public amenities (for recreation paddlers and Main Yarra Trail users);*
- *Spectator viewing areas;*
- *Improved access into the river for paddlers;*
- *Improved Main Yarra Trail (shared path) conditions to reduce conflict between cyclists, pedestrians and paddlers; and*
- *Consideration to the surrounding natural environment.*

While the focus of the Plan (including a new building) is in Westerfolds Park, there are also landscape improvements proposed for the adjoining Fitzsimons Reserve which is owned and managed by Manningham Council with a currently estimated cost of \$535,000. These include:

- *Improvements to the Fitzsimons Reserve car park;*
- *Reducing the conflict between paddlers, cyclists and pedestrians on a section of the Main Yarra Trail;*
- *New river entrance and sealed path; and*
- *Minor landscaping to improve riverside viewing and officiating competitions.*

At this stage of the project, in March 2018, it is proposed to consult on a concept Masterplan with the broader community, including residents, park users, bike riders, river users and the Wurundjeri. The consultation will explore the broad concept of Westerfolds Paddle Sports Plan and the opportunities for improved provision of facilities, landscape features and amenities in this area.

1. RECOMMENDATION

That Council:

- A. Supports the concepts outlined in the Westerfolds Paddle Sports Plan Draft Master Plan, including the proposed increase to the existing building footprint and other key access and landscaping infrastructure; and**
- B. Supports the first stage of community consultation with regard to Westerfolds Paddle Sports Plan, to be undertaken in March 2018.**

2. BACKGROUND

- 2.1 The current canoe site at Westerfolds Park was originally selected as a key location for paddling introduction and development as it is one of the few accessible sections of river within Melbourne where flat water is provided next to moving water.
- 2.2 Strategic planning for the development of on and off water paddling facilities at Westerfolds Park has been taking place for the past 10 years and has included reports initiated by Parks Victoria (2008) and Canoeing Victoria (2015) that identify this site for the establishment of a Regional Paddle Sports Centre. It has been identified as the only moving water site on the Yarra River in Melbourne capable of delivering the proposed on and off-water infrastructure, in an area with limited conflict of use with water traffic and with good vehicle and river access that is also close to a main paddler population that services a larger proportion of the Melbourne market.
- 2.3 Paddlers have been using this section of the Yarra River for a number of lifestyle (introduction and education) and adventure (club participation, competitions and events) activities including:
 - Slalom / Wildwater
 - Sprint
 - Marathon
 - Canoe polo
 - Education
 - Introductory/ Recreation
- 2.4 There is one canoe ramp to the Yarra River and spectator viewing areas are also limited. There are also steep steps for bank access upstream of the white water section and paddlers scramble up and down the rocks under the bridge with their canoes as a third informal access point.

- 2.5 These existing river entry points do not meet accessibility requirements and are unsuitable for many paddlers, including those with a disability, mobility impairment or beginners.
- 2.6 Paddlers are currently serviced by an existing canoe storage shed (130m²) which is shared by Canoeing Victoria and Melbourne Canoe Club members and a public toilet block. The storage shed is not large enough to cater for the storage demands of paddlers and program equipment needs. Change and shower facilities are not provided at the site. Many paddlers, including school children, have no option but to change out of their paddling gear in the car park. In addition, the existing building does not provide shelter for spectators, parents or carers of participants.
- 2.7 The Yarra River along Fitzsimons Lane in Templestowe is currently heavily used by Canoeing Victoria, canoe clubs and the community.
- 2.8 Spectator viewing areas are limited and are in conflict with users of the Main Yarra Trail, especially under the Fitzsimons Lane Bridge.
- 2.9 Education facilities are provided in the main Parks Victoria administration building approximately 250 metres from the water. Multipurpose areas for training, meeting, education and competition co-ordination is preferable closer to the river where the activity takes place.

3. DISCUSSION / ISSUE

- 3.1 The Westerfolds Paddle Sports Plan (the Plan) is a feasibility study funded through a Community Sports Infrastructure Fund grant from the Victorian Government (through Sport and Recreation Victoria) in partnership with Manningham Council, Nillumbik Council, Banyule Council, Canoeing Victoria and Melbourne Canoe Club. Parks Victoria and Melbourne Water (land managers) are also key stakeholders.
- 3.2 The area covered by the Plan extends from Westerfolds Park (Parks Victoria land), under Fitzsimons Lane Bridge (owned by VicRoads) to Fitzsimons Reserve which is land owned and managed by Manningham Council. The Fitzsimons Reserve component is primarily around the Main Yarra Trail.
- 3.3 The Plan encompasses paddling and other infrastructure that will benefit the wider community in part of Westerfolds Park (Parks Victoria land) and Fitzsimons Reserve (Manningham Council land). These improvements include:
 - A new regional education paddling centre with a multipurpose training and meeting space, including kiosk, wet and dry amenities and boat and equipment storage;
 - Public amenities (for recreation paddlers and Main Yarra Trail users) that will include accessible toilets, dry change room, outdoor seating, shelter and drinking fountains;
 - Boardwalks and spectator viewing areas to encourage people to watch the on-water activities and provide opportunities for more people to be involved;
 - Improved access into the river from two canoe ramps, reducing existing physical barriers to participation for key target groups including females, males, young people, people with disabilities and older adults;

- Improved relationship between the users of the Main Yarra Trail (shared path) to reduce conflict between cyclists and pedestrians as well as paddlers carrying their equipment to and from the river;
 - Improved traffic management and car parking; and
 - Reduced and controlled detrimental impacts on the riverbank and the surrounding natural environment.
- 3.4 While the focus of the Plan (including a new building) is in Westerfolds Park, there are also landscape improvements proposed for the adjoining Fitzsimons Reserve which is owned and managed by Manningham Council. These include:
- Improvements to the Fitzsimons Reserve car park;
 - Reducing the conflict between paddlers, cyclists and pedestrians on a section of the Main Yarra Trail;
 - New river entrance and sealed path; and
 - Minor landscaping to improve riverside viewing and officiating competitions.
- 3.5 As part of determining the feasibility of the project, the Plan is also investigating opportunities for re-alignment, surface treatments, separation of users and signage to reduce conflict between paddlers, spectators, walkers and cyclists on the Main Yarra Trail.
- 3.6 Work on the Plan commenced in July 2016 and to date the following detailed analysis has been completed:
- A literature review of all previous studies pertaining to Westerfolds Park and paddling facilities in and around Melbourne;
 - Consultation with members of the Project Reference Group such as canoeing clubs, Westerfolds Park user groups, Nillumbik Trails Committee and Bicycle User Groups;
 - Flora and Fauna Study Stage 1 - Environmental impact assessment including both terrestrial and aquatic ecology assessments;
 - Feature survey;
 - Traffic and car parking study;
 - Main Yarra Trail assessment;
 - Landscape plans (concept only); and
 - A component schedule of the various building elements, such as storage size, amenities, flexible area for meetings and social space.
- 3.7 At this stage of the project it is proposed to consult with the broader community, including residents, park users, bike riders, river users and the Wurundjeri, in relation to a concept masterplan and the opportunities for improved provision of facilities, landscape features and amenities in this area.
- 3.8 Further work to be completed includes:
- A second stage of consultation which will relate to more detailed design concepts;

- Flora and Fauna Study Stage 2 which will examine the impact any proposed works will have on the environment;
- Funding advocacy plan;
- Management and operations model for club house and landscaping infrastructure;
- Further work on clubhouse design to produce a concept design; and
- A high level cost analysis by a quantity surveyor.

3.9 The following elements are out of scope and will not be included in this feasibility study:

- Detailed design (landscaping and clubhouse);
- Detailed Cultural Heritage Assessment;
- Approvals, tenancy and funding; and
- Construction.

4. COUNCIL PLAN / STRATEGY

4.1 The Westerfolds Paddle Sports Plan study is aligned with the following:

- *Council Plan 2017 - 2021* delivering actions for Goal 1.1 – A healthy, resilient and safe community, specifically the following action area: A community where everyone aspires to optimal health and wellbeing; and
- *Active For Life Recreation Strategy 2010-2025 - Action 4.5.5* – Collaborate with Parks Victoria, Melbourne Water, Canoeing Victoria and other providers to improve access and promote canoeing, kayaking and swimming in the Yarra River

5. IMPACTS AND IMPLICATIONS

5.1 The site of Canoeing Victoria’s first designated regional paddle sports centre on the Yarra River in Templestowe provides a unique opportunity to service Melbourne’s northern and eastern regions with an integrated community paddling facility. The facility will provide a centre for both multi-discipline competitive and recreational canoeing activities from introduction to high performance level.

5.2 The proposed centre will build on the regional priorities of the *Canoeing Victoria Strategic Facilities Plan 2015 for the North East Metropolitan Melbourne Region* and provide a significant opportunity to consolidate and improve paddling infrastructure at the site which is already a focus for community, education, recreational, competitive and commercial paddling activities.

5.3 The following table provides a summary of the benefits of the Westerfolds Paddle Sports Plan:

Participation	Economic
<ul style="list-style-type: none"> ✓ Enhances the regional profile of paddling and provides for multiple disciplines. ✓ Creates alignment between recreational, education, competition and high 	<ul style="list-style-type: none"> ✓ Attracting and hosting regular local, state and potentially national events and championships will support local economic growth and support the

<p>performance training and enhances the paddling pathway.</p> <ul style="list-style-type: none"> ✓ Fills an identified gap in sprint, canoe polo and slalom and moving water facilities and provides a base from which to grow. ✓ Creates a central base for regional paddling activities. ✓ Provides a focus on providing facilities and services for segments under-represented in Canoeing Victoria's current member base - women and girls, all abilities, young people, school groups and other outdoor education providers. 	<p>delivery of regional benefits.</p> <ul style="list-style-type: none"> ✓ Satisfies a gap in the Victorian facility network for multiple disciplines and capitalizes on what the local river environment provides. ✓ Investment builds on improving existing infrastructure in an area that is already known to paddlers and has good levels of access, creating greater likelihood of viability and use. ✓ Adopts shared service and resource objectives for a range of stakeholders and builds the capacity of the active recreation sector. ✓ Consolidates sport, recreation, community and government investment into a collective venue – avoiding unnecessary duplication. ✓ Provides opportunities for venue sustainability through attraction of commercial and corporate use and program delivery and via on-site kiosk that services park users.
<p>Community</p>	<p>Education</p>
<ul style="list-style-type: none"> ✓ Increases diversity in park activities, creates active recreation opportunities and increases passive surveillance. ✓ Provides access to quality facilities for paddlers and for those involved in active recreation. ✓ Enhances connection to public amenities and improves the Main Yarra Trail (shared trail) and hub facilities. ✓ Revitalises and activates an existing under-utilised site that is popular and unique to paddling. ✓ Focuses on improving access to water for all forms of paddling. 	<ul style="list-style-type: none"> ✓ Provides a clear focus on education, training and accreditation in a diverse range of activities and programs. ✓ Creates a destination for collective outdoor education program development and its promotion. ✓ Integrates on and off-water amenities, creating efficiencies in education program delivery and cost.
	<p>Environmental</p> <ul style="list-style-type: none"> ✓ Providing designated areas for river access and spectator viewing protects the surrounding natural environment.

5.4 In addition to facilities providing functions that meet the objectives of both the paddling community and the wider community, the proposed facilities will provide the opportunity to meet broader objectives. These include:

- Support for tourism: Paddling facilities at recreational and competition/event levels provide opportunities for domestic, interstate and international tourism, through trail use, state and national events and through commercial tours.
- Partnerships support: Canoeing Victoria's education programs provide increased capacity to support the outdoor recreation and emergency services sectors through improved access to education, training and development opportunities.

6. IMPLEMENTATION

Finance / Resource Implications

- 6.1 The Plan is a regional planning project with a number of organisations contributing to the total cost of \$95,000, including:
- Sport and Recreation Victoria: \$50,000
 - Canoeing Victoria: \$20,000
 - Manningham Council: \$10,000
 - Banyule Council: \$5,000
 - Nillumbik Council: \$5,000
 - Melbourne Canoe Club: \$5,000
- 6.2 No funding has been sought for delivery of the project at this stage. The endorsed Plan, which will include detailed costings, will enable future funding to be sought as recommended by the funding advocacy plan.
- 6.3 Melbourne Water has indicated a financial commitment of up to \$300,000 to improve river access and viewing areas under Fitzsimons Bridge in 2018/19 as part of its Yarra Strategic Plan. The estimated cost for landscaping components in Council's Fitzsimons Reserve is \$535,000.

Communication and Engagement

- 6.4 This project requires consultation at various stages as outlined below. An engagement and communications strategy will support the community consultation stages.

Stakeholder Consultation

Stage 1: Ongoing consultation with the Project Control Group (high level steering group) and Project Working Group (responsible for the detailed issues) to develop the draft plan.

Stage 2: Ongoing targeted consultation with specific groups to inform key stages of the plan, including VicRoads, canoeing clubs, Yarra Riverkeeper Association and Nillumbik's Recreation Trail Advisory Committee.

Community Consultation

Stage 1: Community consultation with all stakeholders (residents, park users, bike riders and river users) exploring the broad concept of Westerfolds Paddle Sports Plan, and the opportunities for improved provision of facilities, landscape features and amenities in this area. The Wurundjeri will also be consulted through the Birrarung Council who provide advice and advocate for the Yarra River. This is proposed to take place in March 2018.

Stage 2: Community consultation with all stakeholders (residents, park users, bike riders and river users) with more detailed concepts based on Stage 1 feedback, identifying improvements and additional opportunities. This is anticipated to take place June 2018.

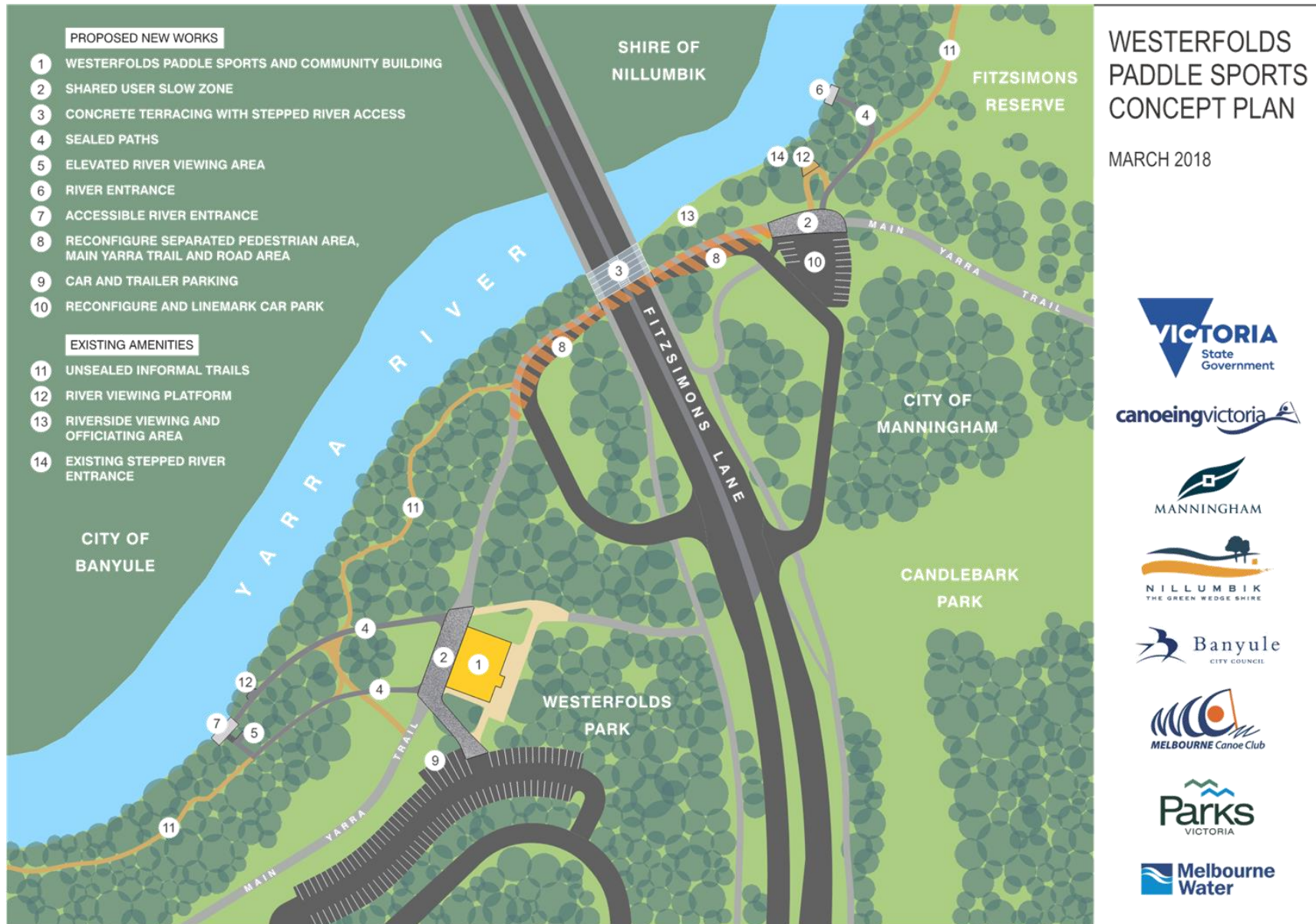
Timelines

6.5 The proposed timelines for the project are as follows:

- Stage 1 community consultation: March 2018 for 4 weeks.
- Report to Council on Stage 1 consultation and seek approval for Stage 2 community consultation: May 2018.
- Stage 2 community consultation: June 2018 (2 - 4 weeks).
- Final report to Council: August 2018.

7. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.



WESTERFOLDS PADDLE SPORTS CONCEPT PLAN

MARCH 2018



11 ASSETS & ENGINEERING

11.1 Obsolete Infrastructure following NBN Roll Out

File Number: IN18/30
Responsible Director: Director Assets and Engineering
Attachments: Nil

EXECUTIVE SUMMARY

At the Council Meeting held on 31 October 2017, a request was received for a report on the extent of redundant infrastructure existing throughout the municipality as a result of the rollout of the National Broadband Network, and that the report also address options available to have this redundant infrastructure removed by the relevant authority.

It has been confirmed that the redundant aerial HFC cables are owned by Optus, however, repeated attempts to source information regarding any planned removal of these disused cables have been unsuccessful. It is recommended that a letter be sent to Optus with a copy to the NBN Co expressing Council concerns with the retention of the redundant Optus infrastructure and requesting that the redundant aerial infrastructure be removed from road reserves and private property. Further, it is recommended that copies of the letter be forwarded to the MAV and the Federal Minister for Communications for information.

Following this, at the Council meeting held on 30 January 2018, a request was made that a letter be sent to the NBN Co seeking clarification on the NBN service and connection technologies being made available to individual properties, and that this information be made available to residents.

1. RECOMMENDATION

That:

- A. Council endorses the proposed action to write to Optus with a copy to the NBN Co expressing Council concerns with the retention of the redundant Optus infrastructure, and requesting that the redundant aerial infrastructure be removed from road reserves and private property.**
- B. Copies of the letter be forwarded to the MAV and the Federal Minister for Communication for information.**
- C. The response received from Optus be communicated to councillors upon receipt.**
- D. A letter be forwarded to the NBN Co, seeking clarification on the type of NBN service and connection technologies being applied to individual properties, and requesting that on-line facility be provided for residents to readily determine this information and the location of the nearest node, proximate to their property.**

2. BACKGROUND

- 2.1 At the Council meeting held on 31 October 2017, a request was received for a report on the extent of redundant infrastructure existing throughout the municipality as a result of the rollout of the National Broadband Network. It was further requested that the report address options available to Council in having this redundant infrastructure removed by the relevant authority.
- 2.2 It is currently estimated that the NBN rollout for the City of Manningham should be completed in the latter half of 2019.
- 2.3 NBN Co is not utilising the Optus cable, instead either new Hybrid Fibre Coaxial (HFC) cables will be installed or Fibre to the Curb (FTTC) technology will be used instead. The NBN Co had originally tested the Optus infrastructure but found that the Optus cables were unsuitable for use as part of the rollout of the NBN. Advice was received that the Optus HFC cables, including the connections to individual private properties remain in Optus ownership and the NBN Co are unaware of any program to remove them.
- 2.4 Advice was received that existing aerial cable infrastructure includes Foxtel and Optus Hybrid Fibre Coaxial cables. NBN Co are utilising the Foxtel HFC cables as part of their network. These cables exist in addition to overhead power lines. It follows that a percentage of the existing aerial HFC cables will be retained in service but that the remaining aerial Optus HFC cables could potentially be retired and removed, subject to funding.
- 2.5 The NBN Co was contacted seeking advice as to whether there were any plans to remove redundant Optus infrastructure and officers were referred to Optus. Several attempts were made to contact Optus officers to enquire as to whether there are plans to remove redundant aerial HFC cable but no definitive information has been forthcoming. Advice was received that Optus have removed limited sections of aerial HFC cable but no information was available regarding any associated program to continue this work, or the basis for previous cable removal.
- 2.6 As enquiries at officer level have failed to secure information regarding options available to Council in having this redundant infrastructure removed by the relevant authority, it is considered appropriate that a letter be sent to Optus with a copy to the NBN Co expressing Council concerns with the retention of the redundant Optus infrastructure and requesting that the redundant aerial infrastructure be removed from road reserves and private property.
- 2.7 It would also be advantageous for an on-line facility to be made available by the NBN Co to residents to enable them to determine the NBN service and connection technology being provided to them and the proximity of the nearest node to their property.

3. COUNCIL PLAN / STRATEGY

- 3.1 Removal of redundant Optus overhead cables is consistent with the following Council Plan 2017-2021 goals.
 - 2.1 - Inviting places and spaces.
 - 2.2 - Enhanced parks, open space and streetscapes.

4. IMPACTS AND IMPLICATIONS

- 4.1 Removal of redundant Optus HFC cable will necessitate some traffic disruption as traffic management will be required to facilitate the works. Access to private properties would also be required in order to remove cable and connections to existing dwellings.

5. IMPLEMENTATION**5.1 Finance / Resource Implications**

Council's request is based on the works being undertaken at no cost to Council or property owners.

5.2 Communication and Engagement

It is proposed that copies of the letter be forwarded to the MAV and the Federal Minister for Communications for information. If a favourable response is received to Council's request, broad communication to the Manningham community would be appropriate.



5.3 Timelines

It is proposed that the letter be forwarded to Optus as soon as practicable following Council endorsement of the approach.

6. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

11.2 2017-2018 Capital Works Program - End of December Status Report

File Number: IN18/58
Responsible Director: Director Assets and Engineering
Attachments: 1 Capital Works Status Report - December [↓](#) 
2 Traffic Light Program Dec 17 [↓](#) 

EXECUTIVE SUMMARY

This attached Capital Works Status Report, for the period ending 31 December 2017, is provided for review and consideration.

To the end of December, expenditure is running at 0.9% ahead of the year to date (YTD) adopted budget and 11.2% below the YTD forecast amount (MYR budget), which includes \$3.4 million of YTD additional works.

The majority of projects are progressing satisfactorily and are meeting the specified timelines. Twelve (12) projects have been completed out of a total of 82 projects, Fifty-seven (57) are currently in progress, nine (9) are yet to commence, but are expected to be completed, and four (4) projects will not be completed due to scoping, consultation and approval delays. It is proposed, that rather than carry forward unspent funds, that the funds be transferred to other current year and additional projects, and then reallocated back in 2017/18 by adjustments to other project budgets and cash flows (Refer Table G in the attached Status report).

A number of part funding transfers are proposed on several projects, and these will not impact on the overall delivery of the programmed works, but will enable these projects to be delivered more effectively, to enable additional progress and effective utilisation of capital funds is made under the program (Refer Table G).

It can be concluded that the end of December position, with respect to the 2017/2018 Capital Works Program, reveals that satisfactory progress has been made to date in regard to the implementation of the Capital Works Program.

A revised MYR budget amount of \$45.131 million is currently stated that will be achieved from an increase in grants and income of \$1.157 million, plus additional carry forwards / budget adjustments of \$2.254 million that was not part of the 2017/18 adopted budget.

An improved 2017/18 surplus together with an increased uncommitted cash balance brought forward from 2016/17 will enable a number of current year projects to be delivered in order to address contractual requirements and meet asset and service needs, and allowed additional projects to be brought forward that are designed to improve cost efficiencies, enhance customer and business processes, and address audit and legislative requirements.

A separate report was presented to Council on 12 December 2017, as a part of the 2017/18 MYR, regarding the adoption of a revised Capital Works Program.

1. RECOMMENDATION

That Council:

- A. Receive and note the attached Capital Works Program Status Report for the period ending 31 December 2017.**
- B. Note and approve the transfer of \$3.847 million, as indicated in the Status Report (Refer Table G), to enable additional progress and ensure effective utilisation of capital funds is made under the program.**
- C. Note and approve the transfer of \$0.305 million from the Domeney Reserve Pavilion Upgrade, \$0.187 million from Jumping Creek Road Stage 1, \$0.295 million from Road Management Strategy Upgrades, and \$1.103 million from the Citizen Connect Customer Relationship Management Phase 1 projects, is to be restored in 2018/19 by adjustments to other project budgets and cash flows, as indicated in the attached Status Report.**
- D. Note that the revised annual capital budget amount of \$45.131 million will be achieved from an increase in grants and income of \$1.157 million, plus additional carry forwards / budget adjustments of \$2.254 million that was not part of the 2017/18 adopted budget, which was endorsed by Council on 12 December 2017, as a part of the 2017/18 Mid-Year Budget Review.**

2. BACKGROUND

- 2.1 Reporting on the status of the 2017/2018 Capital Works Program is carried out on a quarterly basis to Council as a part of the CEO's Quarterly Performance Report. A detailed report is also presented to Council at the mid-year budget review (MYR budget) and end-of-year (EoY) on the overall performance of implementation of the Capital Works Program, including commentary on the progress of budgeted and carry forward projects and variations.
- 2.2 A financial chart of performance, with trend graphs and milestone program ('traffic light'), is presented in the attached Status Report as indicators of performance, which have been previously endorsed by Council as the agreed set of monitoring tools for status reporting.
- 2.3 A year end expenditure of \$45.131 million (MYR budget) is currently forecast against the adopted budget of \$41.720 million. The net difference between the EoY forecast and adopted budget being an increase in grants and income of \$1.157 million, plus additional carry forwards / budget adjustments of \$2.254 million that were not part of the adopted budget.
- 2.4 The value of works completed at end of December is \$17.361 million, which is \$0.161 million (0.9%) above the YTD Budget of \$17.200 million and \$2.200 million (11.2%) below the YTD Forecast amount (MYR) of \$19.561 million.

- 2.5 Whilst in financial terms the completed works is shown as an unfavourable variance against the YTD budget, this is largely due to work on those projects that were carried forward from 2016/17, plus additional new projects that were not part of the 2017/18 adopted budget. However, the completed works are below the YTD forecast and can be attributed to a number of project delivery variations on several projects, which are lagging from a project expenditure prospective, but are anticipated to be completed.
- 2.6 Income received in relation to capital projects is ahead of YTD budget income, with a variance of 53.2%, which can be attributed to income being received in advance and additional unbudgeted grants and income that was not included as a part of the 2017/18 budget, for works to be undertaken this financial year.
- 2.7 The 'traffic light' program of performance against key milestones is included with the attached Status Report (Attachment C). To the end of December, the majority of projects are progressing satisfactorily and are meeting the specified timelines. Twelve (12) projects have been completed out of a total of 82 projects, fifty-seven (57) are currently in progress, nine (9) are yet to commence, but are expected to be completed. Four (4) projects will not be completed due to scoping, consultation and approval delays.
- 2.8 The following explanations are provided on the performance of some projects where specific issues have been identified (in some cases projects have been flagged on the "traffic light" program and include comments 'Marginal delay', and it is anticipated, that whilst these projects are experiencing some minor delays, they are expected to be completed):

Jumping Creek Road Stage 1 (Line 6) - Project has been delayed due to project planning, consultation and scoping delays and the works will not be completed as originally scheduled. Rather than carry forward the unspent funds, it is proposed that the funds be transferred to other current year projects, to meet asset and service needs, and that the transferred amount be restored to Jumping Creek Road in 2018/19 (Refer Table G in the attached status report).

Road Management Strategy Upgrades (Line 9) - King Street Stage 2 works have been delayed due to contractor availability. As a result, the works will not be sufficiently advanced to enable the entire allocation of funds to be spent this financial year. Rather than carry forward the unspent funds, it is proposed that the funds be transferred to other current year projects, to meet asset and service needs, and that the transferred amount be restored to Road Management Strategy Upgrades in 2018/19 (Refer Table G).

Mullum Mullum Stage 3 (Line 23) - Advice received from Yarra valley Water that the construction of the Donvale sewerage project between Whitefriars College and Heads Road has delayed the completion of the Mullum Mullum trail works until early 2018.

Colman Park Pavilion (Line 29) - Additional funding is required to successfully undertake the pavilion extension works following the assessment of tender submissions. It is proposed that the funds be drawn from Council's cash reserves as a result of savings being achieved from the implementation of the 2016/17 Capital Works Program (Refer Table F).

Domeney Reserve Pavilion Upgrade (Line 30) - The project will not be completed due to consultation and approval delays encountered in the development and approval of the Management Plan and finalisation of the Business Case, which has impacted on the commencement of works. It is proposed, that rather than carry forward unspent funds, that the funds be transferred to other current year and substitute projects, to address contractual requirements and/or meet asset and service needs, and that the transferred amount be restored to Domeney Reserve Pavilion project in 2017/18 by adjustments to other project budgets and cash flows (Refer Table G).

Female Friendly Toilets (Line 31) - Additional funds required to cover the loss of income in order to deliver improved female change facilities at both Schramms and Doncaster Reserve. It is proposed that the funds be drawn from Council's cash reserves as a result of savings being achieved from the implementation of the 2016/17 Capital Works Program (Refer Table F).

Mullum Mullum Highball Facility (Line 34) - Additional funding being sought to fund a reduction in the Solar Panel income (corporate partner) and other minor project variations, in order to meet contractual requirements and successfully complete the project. It is proposed that the funds be drawn from Council's Resort & Recreational Reserve (Refer Table F).

The Citizen Connect Customer Relationship Management Phase 1 (Line 47) - The project will not be completed as a result of not finding a suitable combination of product and partner that satisfied Council's needs and expectations. Project is to be retendered and will therefore not be sufficiently advanced to enable the entire allocation of funds to be spent this financial year. It is proposed, that rather than carry forward unspent funds, that the funds be transferred to other current year projects, to meet asset and/or service needs, and that the transferred amount be restored to the Customer Relationship Management project in 2017/18 (Refer Table G).

Civic Centre Fit Out (Line 76) - Funding required to undertake internal fit out works at the Civic Centre to meet staff accommodation and meeting room requirements. It is proposed that the funds be drawn from Council's cash reserves (Refer Table F).

Quarry Access Road (Line 78) - Funding being sought to upgrade and seal the Quarry access road, to address health and safety issues. It is proposed that the funds be drawn from additional royalty revenue arising from the Quarry landfill contract (Refer Table F).

3. DISCUSSION / ISSUE

- 3.1 It is proposed that the attached Capital Works Program Status Report for the period ending 31 December 2017 be noted.
- 3.2 The MYR budget provides an opportunity to update EoY forecasts for material changes to the adopted annual budget, to identify budget shortfalls, and reallocate budget surpluses to priority projects and services. A separate report was presented to Council on 12 December 2017, as a part of the 2017/18 MYR, regarding the adoption of a revised Capital Works Program.

4. IMPLEMENTATION

4.1 Finance / Resource Implications

4.1.1 An improved 2017/18 surplus together with an increased uncommitted cash balance brought forward from 2016/17 will enable a number of current year projects to be delivered in order to address contractual requirements and/or meet asset and service needs, and has allowed additional projects to be brought forward that are designed to improve cost efficiencies, enhance customer and business processes, and address audit and legislative requirements.

4.1.2 A number of part funding transfers are also proposed on a number of projects, and these will not impact on the overall delivery of the programmed works, but will enable these projects to be delivered more effectively, to enable additional progress and effective utilisation of funds is made under the Capital Works Program.

5. DECLARATIONS OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.



Zerbes Reserve Car Park

**2017/2018 Capital Works Program
Status Report - End of December**

**Capital Works Program 2017/2018 - Status Report
Reporting Period - End of December**

This Status report covers the period ending 31 December 2017. Variances are reported against the Adopted Budget and YTD Forecast Outcome. The value of works completed at end of December is \$17.361 million.

✘ YTD Completed Works \$0.16 million unfavourable to the YTD Adopted Budget ¹
 ✓ YTD Completed Works \$2.20 million favourable to the YTD Forecast ¹

Legend ✓ - Favourable against YTD Target, ✘ - Unfavourable against YTD Target

¹ This represents the financial outcome after accruing for works completed.

Financial Performances

Attachment A and B to this summary report provides a chart of financial performance for both Capital Works Expenditure and Income to end of December. The following table provides a snapshot of the performance in regard to the implementation of the Capital Works Program.

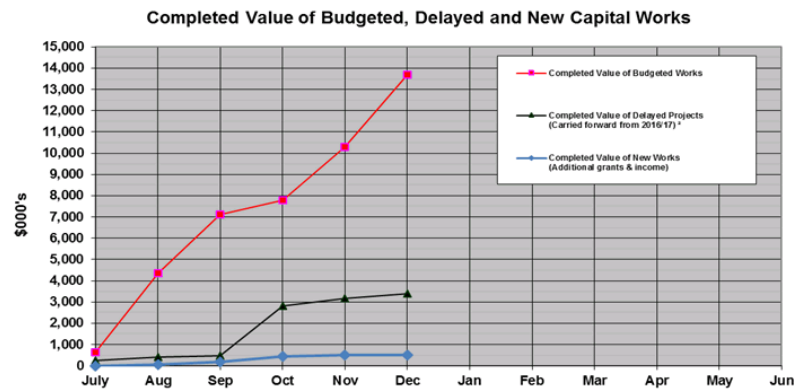
	End of Year Forecast Budget (YTD)							
	Adopted Budget \$'000	YTD Adopted Budget \$'000	EoY Forecast \$'000	YTD Forecast \$'000	YTD Actual \$'000	YTD Variance \$'000	YTD Variance %	Fav / Unfav
A. Compared to Adopted Budget								
Budget YTD Outcome	41,720	17,200			17,361	(161)	-0.9%	U
B. Compared to Forecast Outcome								
Budgeted works	35,604		35,604	14,831	13,448	1,383		
Budgeted carry forwards	6,116		6,116	3,084	2,696	388		
Additional carry forwards from 2016/17			805	695	709	(14)		
New Works								
Grants and income received in advance (Table B)			209	80	71	9		
Additional grants & income (Table C)			1,173	387	132	255		
Grants and Income Removed From the Budget (Table D)			(225)	-	-	-		
Budget Adjustments (Table F)			1,449	484	305	179		
Forecast YTD Outcome	41,720		45,131	19,561	17,361	2,200	11.2%	F
C. Income (Table A)								
Budget including plant sales	3,620	924	3,395	1,645	1,416	(761)		
Additional grants and income			1,173	-	-	-		
Grants and income received in advance			209					
Forecast YTD Outcome	3,620	924	4,777	1,645	1,416	(492)	-53.2%	F

Legend: F - Favourable U - Unfavourable

At the end of December, 41.6% of the total adopted budget allocation has been delivered (on ground value). Compared to the EoY forecast (MYR Budget), 38.5% of the total program allocation has been completed.

Of the \$17.361 million of works completed at the end of December, the value of budgeted works completed, excluding the carry forward projects and new post budget adoption projects, is \$13.448 million. The completed value of the carry forward projects that were delayed from 2016/17, including those in the 2017/18 adopted budget, is \$3.405 million. The value of new post budget adoption projects at end of December is \$0.508 million.

The following provides a chart of the completed value of budgeted, delayed and new projects, at end of December.



² The value of completed carry forward projects that were delayed forms part of a combined carry forward amount of \$6.972 million.

Program Status and YTD Profile

A year end expenditure (MYR budget) of \$45.131 million is currently forecast against the adopted budget total of \$41.720 million. The net difference being an increase in grants and income of \$1,157 million, plus carry forwards / budget adjustments of \$2.254 million that was not part of the 2017/18 Adopted Budget.

The value of works completed at end of December is \$17.361 million, which is \$0.161 million (0.9%) above the YTD Adopted Budget of \$17.200 million and \$2.200 million (11.2%) below the YTD Forecast amount of \$19.561 million.

The variance of \$0.161 million against the YTD budget can be attributed to a number of ongoing projects that were incomplete as at 30 June 2017 and carried forward to the 2017/18 financial year or further advanced than originally scheduled. The majority of these projects are currently committed under a formal procurement arrangement or are at practical completion.

Trends

The value of completed works takes into account YTD cash payments and accruals to reflect the level of works in progress and is an informed estimate of actual on ground effort. The completed works exceeds the YTD budget and YTD forecast for the current program and can be attributed to a number of projects that were carried forward from 2016/17.

Whilst the value of completed works is shown as an unfavourable variance from a financial reporting perspective, the delivery of the Program shows a higher level of works being achieved from a project expenditure prospective when compared to the adopted budget.

However, the completed works is below the YTD Forecast and can be attributed to a number of project delivery variations on several projects, which are lagging from a project expenditure prospective, but are expected to be completed. Some of the key projects include; New Footpath Construction (Serpells Road), Mullum Mullum Linear Park Stage 3 (footbridge and trail construction), Colman Park Pavilion upgrade, Network Switch and Telephony upgrade, AMS Roads, Reserves & Drains (road reseals and pavements), and Plant Replacement Program.

Capital Income received is ahead of YTD budget income at end of December with a variance of 53.2%. This variance can be attributed to income being received in advance and additional unbudgeted grants and income that was not included as a part of the 2017/18 budget, for works to be undertaken this financial year.

It can be concluded that satisfactory progress has been made in regard to the implementation of the Capital Works Program in terms of overall performance.

Milestone Performance

The 'traffic light' program of performance against key milestones is included as **Attachment C**. To end of December, the majority of projects are progressing satisfactorily and are meeting the specified timelines. Some minor delays have been experienced on a number of projects (amber), but are expected to be completed. The Domeney Reserve Pavilion Upgrade and Citizen Connect Customer Relationship Management Phase 1, Jumping Creek Road Stage 1 and Road Management Strategy Upgrades (King Street Stage 2) projects will not be completed (brown) due to scoping, consultation and approval delays. It is proposed, that rather than carry forward unspent funds, that the funds be transferred to other current year and substitute projects, to enable continued progress and effective utilisation of funds is made under the current program, and that the transferred amounts be restored to Domeney Reserve Pavilion, Customer Relationship Management Phase 1, Jumping Creek Road Stage 1, and Road Management Strategy Upgrades projects in 2017/18 by adjustments to other project budgets and cash flows (Refer Table G).

A number of other part funding transfers are also proposed on several projects, and these will not impact on the overall delivery of the programmed works, but will enable these projects to be delivered more effectively to address contractual requirements and/or to meet asset or service needs.

On the whole, Progress against milestones is considered satisfactory.

Performance Indicators - Major Capital Projects

Key Performance Indicators have been prepared to assist in measuring the scope and progress of major capital projects against cost/time variations. (Note: Key Projects are defined as those which are one off large strategic projects that have significant, local and possible regional impact).

The following is the list of major projects currently identified on the Capital Works Program:

Line No.	Project Description	Total 10 Yr Project Allocation	Total Grants / Income	Adopted Annual Budget / Carry Forwards	EOY Current Forecast	YTD Forecast including variations	YTD Actual	YTD Var	YTD Var
		\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	\$000's	%
2	New Footpath Construction (PPN)	12,241	0	640	640	428	290	138	32%
5	Energy Efficiencies (installation of sustainable public lighting to replace existing street lights)	1,832	0	232	382	382	325	57	15%
6	Jumping Creek Road Upgrade (Stage 1)	17,914	0	945	758	40	30	10	25%
9	Road Management Strategy Upgrades Link Roads - (Construction of King Street Tage 1 - Blackburn to Wyena Way Construction of King Street Stage 2 - Wyena Way to Greenridge Ave)	45,432	5,673	2,537	2,188	945	910	35	4%
18	Drainage Strategy Implementation (Bolin Bolin Wetlands)	34,939	800	2,601	2,967	992	905	87	9%
22	Neighbourhood Activity Centres (Jackson Court Stage 4 and Tunstall Square Stage 3)	5,570	0	250	440	185	200	-15	-8%
23	Mullum Mullum Creek Linear Park Stage 3 (Park Road to Heads Road)	840	650	840	989	850	180	670	79%
29	Colman Park Pavilion Upgrade (club option)	1,120	195	1,455	1,455	450	164	286	64%
30	Domeney Reserve Pavilion Upgrade	705	100	100	100	40	30	10	25%
34	Mullum Mullum Highball Stadium	11,079	1,107	11,079	10,537	4,800	6,800	-2,000	-42%
36	Playspaces Development Program	6,008	0	512	512	60	15	45	75%
37	Sheahans Road Highball Stadium	442	107	390	542	542	567	-25	-5%
38	Sportsground Refurbishment Program (Wonga Park Reserve and Bulleen Park)	1,488	0	128	128	60	60	0	0%
48	Citizen Connect. Customer Relationship Management phs 1	3,407	0	2,264	2,277	120	230	-110	-92%
	Total			23,973	23,915	9,894	10,706	-812	-8.2%

Of the 14 key projects listed on the Capital Works Program, the majority are currently meeting the specified timelines and 9 are showing any variances in excess of 10% against the YTD forecast. Some minor delays have been encountered on a few projects, but are expected to be completed. Overall, a variance of 8.2% for all key projects is currently stated against the YTD forecast amount.

Jumping Creek Road Stage 1 works will not be completed due to project planning, consultation and scoping delays.

King Street Stage 2 works have been delayed due to contractor availability and will not be completed as originally scheduled.

The Domeney Reserve Pavilion Upgrade project will not be completed due to consultation and approval delays encountered in the development and approval of the Management Plan and finalisation of the Business Case, which has impacted on the commencement of works.

The Citizen Connect Customer relationship Management Phase 1 project will not be completed as a result of not finding a suitable combination of product and partner that satisfied Council's needs and expectations following the evaluation of tender proposals. Project is to be retendered and will therefore not be sufficiently advanced to enable the entire allocation of funds to be spent this financial year.

Further details regarding milestone performance of major capital projects can be obtained from the 'traffic light' program, included as **Attachment C**.

Income

At end of December Capital income is ahead of YTD budget income. The following table provides a summary of income to be received in 2017/18, towards the implementation of the projects listed:

Table A - Capital Works Income											
	Adopted Annual \$'000	Asset Sales \$'000	Income Received In \$'000	Income Adjustments \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Var \$'000	YTD %	Var	Income yet to be \$'000	Comments
Plant Replacement Program		750			325	380	55	0%		370	Plant Sales (Trade-ins). Dictated by Market Rates.
Road Safety Improvements Council Link & Collector Roads - • Yarra Road - Asphalt Resurfacing. • Montgomery Street Car Park	67		38		58	58	0	0%		9	Grants Commission. To be received in two instalments. \$38K received in advance.
Road Management Strategy Upgrades Council Link Roads - • King Street • Heads Road / Whitefriars Roundabout • Tram / Metlin Service Alterations • Colman Road - Speed Humps • Heidelberg Warandyte Road - Footpath	840		50		74	74	0	0%		766	Roads to Recovery \$740K. Grants Commission \$100K. To be received in two instalments. \$50K
Bicycle Strategy Implementation - • Yarra River Crossing - Feasibility Study • Tarcoona Avenue	333		181		267	267	0	0%		66	Grants Commission. To be received in two instalments. \$16K received in advance.
Traffic Control Devices Link Roads - • King Street and Church Road	63		30		46	46	0	0%		17	Grants Commission. To be received in two instalments. \$28K received in advance.
Traffic Control Devices Local Roads - • King Street and Church Road	38		18		28	28	0	0%		10	Grants Commission. To be received in two instalments. \$18K received in advance.
Traffic Management LTM Implementation - • Serpells Road	127		60		90	90	0	0%		37	Grants Commission. To be received in two instalments. \$56K received in advance.
Bus Bay Construction • Bus Shelter 88 & 89 Tram Road	51		24		36	36	0	0%		15	Grants Commission. To be received in two instalments. \$22K received in advance.
Drainage Strategy - Bolin Bolin Wetlands	0			125	0	0	0	0%		125	Additional income: \$70K from Council and \$55K from Tramway
Mullum Mullum Creek Linear Park Stage 3	0			65	0	0	0	0%		65	Balance of SRV grant to be claimed in 2017/18
Female Friendly Toilets	75			-75	0	0	0	0%		0	SRV grant to be claimed in 2018/19
Sheahans Road Highball Facility	0		52	109	0	52	52	100%		5	Additional \$57 Taxi grant. \$52K club contribution received in advance.
Domey Reserve Pavilion Upgrade	100				0	0	0	0%		100	\$50 SRV grant and \$50K club contribution
Tennis Court Strategy Implementation (Upgrade and Refurbishment of Tennis Court Surface)	63				0	0	0	0%		63	Tennis Club contributions.
Colman Park Pavilion Extension	0			195	0	40	40	0%		155	\$30K Club Contribution, \$40K Cricket Vic, \$50K AFL and \$70K Bendigo Bank
Mullum Mullum Highball Stadium	1,000			-41	0	0	0	0%		959	Book solar panel installation (Corporate Partner) income (reduction of \$150K). \$56K SRV grant to be claimed in 2017/18 and
Manningham SES Building Extension	113				0	0	0	0%		113	\$100K State grant and \$13K SES contribution
Melbourne Water Corridors of Green	0		22	42	0	49	49	100%		-7	Additional \$42K Melbourne Water income received in advance
Park Orchards BMX - Floodlights & Berms	0		90	130	0	120	120	100%		10	Additional \$130K SRV grant. \$90K received in advance
Ted Ajani Cricket Nets	0		45	56	0	50	50	100%		6	Additional \$56K SRV grant. \$45K received in advance
Donvale Reserve Management Plan (Pavilion Upgrade)	0			10	0	0	0	0%		10	Balance of SRV grant to be claimed in 2017/18
Doncaster Hockey Club - pitch surface replacement	0			345	0	0	0	0%		345	Additional \$345K club contribution
Warandyte Tennis Club Floodlights	0			95	0	25	25	0%		70	Additional \$95K club contribution
Wonga Park Pre School	0			60	0	60	60	0%		0	Additional Committee of management contribution
Cleaner Yarra Litter Hotspots Program	0			21	0	21	21	100%		0	Additional Melbourne Water income
Yarra Street Pride of Place (streetscape works)	0			20	0	20	20	100%		0	Additional VicRoads income
Total	2,870	750	610	1,157	924	1,416	-492	-53.2%		3,361	

Open Space Development

A budget of \$325,000 has been provided for the development, upgrade and acquisition of public open space. The following is a summary of current open space projects:

	Adopted Budget \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Var \$'000	YTD Var %	Comments
Open Space Development						
<ul style="list-style-type: none"> • Wetherby Plaza • Morello Reserve • Local Park Upgrades • Linear Park Seats 	325	45	58	13	29%	Accommodated within budget.
Doncaster Hill Strategy						
Nil	0	0	0	0	0%	
Forecast YTD Outcome	325	45	58	13	29%	

Year End Position 2017/18

Attachment D details the current anticipated position with respect to year-end expenditure and approved/proposed variations under the program, including carry overs and savings.

It can be noted from this attachment that an EoY forecast total of **\$45.131 million** is currently stated with the following variances and adjustments:

Summary of Variances	\$'000
Grants and Income Received in Advance (Table B)	209
Additional Grants and Income (Table C)	1,173
Grants and Income Removed From the Budget (Table D)	(225)
Carry Forwards (2017/18 MYR) (Table E)	805
Budget Adjustments (2017/19 MYR) (Table F)	1,449
Savings (end of December)	Nil
Proposed Carry Overs to 2018/19	Nil
Proposed Deferrals/Transfers (Table G)	3,847

Grants and Income Received in Advance

The following is a list of grants and income received in advance in 2016/17 that was not included in the 2017/18 Capital Budget, to be adjusted at the MYR:

Table B - Grants and Income Received in Advance	\$'000
<ul style="list-style-type: none"> • Ted Ajani Cricket Nets (SRV grant) • Park Orchards BMX Facility (SRV grant) • Corridors of Green (Melbourne Water income) • Sheahans Road Highball Stadium (Club income) 	45
	90
	22
	52
Total	209

Additional Grants and Income

The following is a list of additional grants and income that was not included in the 2017/18 Capital Budget, to be adjusted at the MYR:

Table C - Additional Grants and Income	\$'000
• Mullum Mullum Linear Park Stage 3 (trail construction works) (Balance of SRV grant)	65
• Mullum Mullum Highball Stadium (Balance of SRV grant - \$56K) (Melbourne Water - \$53)	109
• Donvale Reserve Pavilion (Balance of SRV grant)	10
• Corridors of Green (Melbourne Water income)	20
• Yarra Street Pride of Place (VicRoads income)	20
• Ted Ajani Cricket Nets (Balance of SRV grant - \$5K, and Club Contribution - \$6K)	11
• Park Orchards BMX Facility (Balance of SRV grant - \$10K, and Club Contribution - \$30K)	40
• Warrandyte Tennis Club Floodlights (Club contribution)	95
• Doncaster Hockey Club Pitch Surface Replacement (Club Contribution)	345
• Wonga Park Pre School (Committee contribution)	60
• Cleaner Yarra River Hot Spots Program (Melbourne Water income)	21
• Sheahans Road Highball Stadium (Taxi Grant)	57
• Colman Park Pavilion Extension (\$30K Club Contribution, \$40K Cricket Vic, \$50K AFL and \$70K Bendigo Bank)	195
• Drainage Strategy Implementation - Bolin Bolin Wetlands (\$75K Boroondara Council and \$50K Carey Grammar)	125
Total	1,173

Grants and Income Removed From the Budget

The following is a list of grants and income that will not be received this financial year:

Table D - Grants and Income removed From the Budget	\$'000
• Mullum Mullum Highball Stadium (Reduction in Solar Panel income - corporate partner)	(150)
• Female Friendly Toilets (SRV income to be claimed in 2018/19)	(75)
Total	(225)

Carry Forwards (2017/18 MYR)

The following is a list of additional carry forwards from 2016/17 that were not included in the 2017/18 Capital Budget, to be adjusted at the MYR:

Table E - Additional Carry Forwards	\$'000
• Mullum Mullum Linear Park Stage 1 - Shade Sail Replacement	128
• Mullum Mullum Linear Park Stage 3 - Trail Construction	84

• Network Switch & Telephony Upgrade	135
• Project Management Solution	40
• Neighbourhood Activity Centres - Tunstall Square Stage 3	50
• Donvale Reserve Management Plan - Pavilion Upgrade	80
• Sheahans Road Highball Facility	100
• Sheahans Reserve Development	18
• Finns Reserve Management Plan - Path Upgrades	20
• Vehicle Detection System	140
• Lawford Reserve Development	10
Total	805

Budget Adjustments (2017/18 MYR)

The following is a list of proposed budget adjustments that were not included in the 2017/18 Capital Budget, to be adjusted at the MYR:

Table F - Budget Adjustments	\$'000
• Asset Management System (Transfer of funds from cash reserves in order to complete project and meet contractual requirements)	176
• Enterprise Project Management System (Transfer of funds from cash reserves in order to complete project and meet contractual requirements)	74
• Contact Centre - Citizen Connect Phase 1 (Transfer of funds from cash reserves in order to successfully deliver the project and meet contractual requirements)	2
• Customer Relationship Management phase 1 (Transfer of funds from cash reserves in order to successfully deliver the project and meet contractual requirements)	13
• Online View, Payments and Lodgement (Transfer of funds from cash reserves in order to successfully deliver the project and meet contractual requirements)	36
• Network Switch & Telephony Upgrade (Transfer of funds from cash reserves in order to successfully deliver the project and meet contractual requirements)	51
• MAGIQ Upgrade & Enhancements (Transfer of funds from cash reserves in order to successfully deliver the project and meet contractual requirements)	34
• Event Management System (Transfer of funds from cash reserves in order to successfully deliver the project)	376
• Colman Park Pavilion Extension (club option) (Transfer of funds from cash reserves in order to successfully deliver project following tender submissions and awarding of contract)	335
• Civic Centre / MC ² Fit Out (Transfer of funds from cash reserves in order to address internal office fit outs and meet OH & S requirements)	100
• Quarry Access Road (To be funded from additional royalty revenue arising from the Quarry landfill contract, to address health and safety issues)	100

<ul style="list-style-type: none"> Mullum Mullum Highball Stadium (Transfer of funds from the resort and recreation reserve to fund the reduction in the solar panel income and to address project variations, in order to meet contractual requirements and successfully complete the project) 	279
<ul style="list-style-type: none"> Sheahans Road Highball Stadium (Reduction in rate funds carried forward from 2016/17, to offset income to be received in 2017/18) 	(57)
<ul style="list-style-type: none"> Colman Park Pavilion Extension (Reduction in rate funds carried forward from 2016/17, to offset income to be received in 2017/18) 	(195)
<ul style="list-style-type: none"> Female Friendly Toilets (Transfer of funds from cash reserves to fund loss of income and to meet contractual requirements to successfully deliver the works) 	125
Total	1,449

Proposed Transfers (2017/18 MYR)

The transfer of funds is required on a number of projects in order to address contractual requirements and to meet asset and service needs.

Following the transfer of funds on a number of carry forward projects in 2016/17 to advance the Mullum Mullum Highball Stadium and meet contractual obligations, the transferred amounts need to be restored to the carry forward projects in 2017/18.

The Domeney Reserve Pavilion Upgrade and Citizen Connect Customer Relationship Management Phase1 projects will not be completed due to scoping, consultation and approval delays. It is proposed, that rather than carry forward unspent funds, that the funds be transferred to other current year or substitute projects, to enable continued progress and effective utilisation of funds is made under the current program, and that the transferred amounts be restored to Domeney Reserve Pavilion and Customer Relationship Management Phase 1 projects in 2017/18 by adjustments to other project budgets and cash flows

The proposed transfer required to enable additional progress and effective utilisation of funds is made under the Capital Works Program is summarised below:

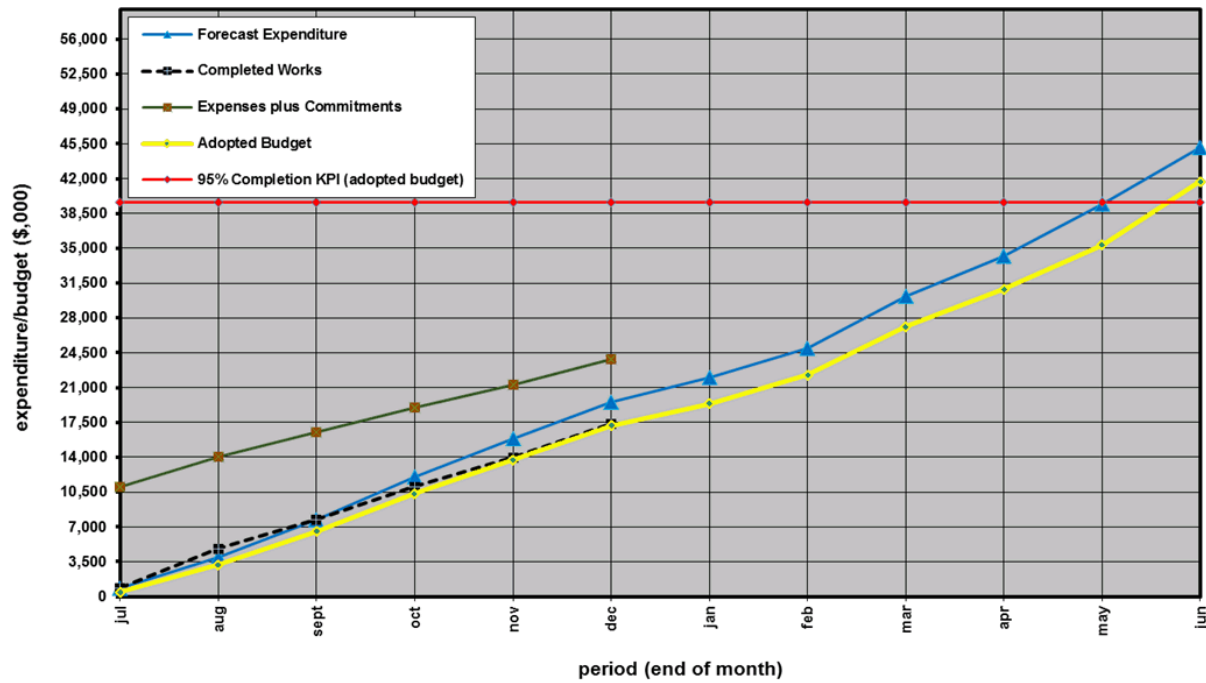
Table G - Proposed Transfers	\$'000	Comments
<ul style="list-style-type: none"> Zerbes Reserve Management Plan - Car Park 	180	Transfer of \$180K from Mullum Mullum Highball Stadium (Line 34). Note: the transferred amount is to be restored in 2017/18 following an over expenditure that occurred on Mullum Mullum Highball Stadium in 2016/17 that was funded from the Zerbes Reserve carry forward amount.
<ul style="list-style-type: none"> Donvale Reserve Management Plan - Pavilion Upgrade 	180	Transfer of \$180K from Mullum Mullum Highball Stadium (Line 34). Note: the transferred amount is to be restored in 2017/18 following an over expenditure that occurred on Mullum Mullum Highball Stadium in 2016/17 that was funded from the Donvale Reserve carry forward amount.
<ul style="list-style-type: none"> Neighbourhood Activity Centres - Tunstall Square Stage 3 	140	Transfer of \$140K from Mullum Mullum Highball Stadium (Line 34). Note: the transferred amount is to be restored in 2017/18 following an over expenditure that occurred on Mullum Mullum Highball Stadium in 2016/17 that was funded from the Tunstall Square Stage 3 carry forward amount.

<ul style="list-style-type: none"> Road Management Strategy Upgrades - Jumping Creek Road and Heads Road 	195	Transfer of \$195K from Mullum Mullum Highball Stadium (Line 34). Note: the transferred amount is to be restored in 2017/18 following an over expenditure that occurred on Mullum Mullum Highball Stadium in 2016/17 that was funded from the Road Management Strategy Upgrades carry forward amount.
<ul style="list-style-type: none"> Plant Replacement Program 	85	Transfer of \$85K from Mullum Mullum Highball Stadium (Line 34). Note: the transferred amount is to be restored in 2017/18 following an over expenditure that occurred on Mullum Mullum Highball Stadium in 2016/17 that was funded from the Plant Replacement carry forward amount.
<ul style="list-style-type: none"> Thompsons Road Retaining Wall 	54	Transfer of \$54K from Road Management Strategy Upgrades (Line 9).
<ul style="list-style-type: none"> Energy Efficiencies 	150	Transfer of \$150K from Road Management Strategy Upgrades (Line 9).
<ul style="list-style-type: none"> Bicycle Strategy Implementation 	115	Transfer of \$115K from Road Management Strategy Upgrades (Line 9).
<ul style="list-style-type: none"> Road Management Strategy - Traffic and Road Use (Oban Road) 	88	Transfer of \$88K from Drainage Strategy (Line 17).
<ul style="list-style-type: none"> Ted Ajani Cricket Nets 	54	Transfer of \$20K from Miscellaneous General Leisure (Line 33), \$34K from AMS Passive & Open Space (Line 55)
<ul style="list-style-type: none"> Park Orchards BMX Facility 	90	Transfer of \$35K from Miscellaneous General Leisure (Line 33), \$55K from AMS Passive & Open Space (Line 55)
<ul style="list-style-type: none"> Warrandyte Tennis Club Floodlights 	95	Transfer of \$95K from AMS Passive & Open Space (Line 55)
<ul style="list-style-type: none"> MLTC Floor Replacement 	145	Transfer of \$25K from Miscellaneous General Leisure (Line 33), \$120K from AMS Buildings (Line 53)
<ul style="list-style-type: none"> Templestowe Woodworkers - Air Conditioning System 	10	Transfer of \$10K from Vehicle Detection System (Line 73)
<ul style="list-style-type: none"> Water Initiatives 	30	Transfer of \$30K from Advanced Design Fees (Line 1)
<ul style="list-style-type: none"> Advanced Design Fees - Footpath Program 	144	Transfer of \$144K from Jumping Creek Road (Line 6)
<ul style="list-style-type: none"> Drainage Strategy Implementation - Princely Terrace 	205	Transfer of \$205K from Road Management Strategy Upgrades (Line 9)
<ul style="list-style-type: none"> Bus Bay Construction - Doncaster/Church Road 	39	Transfer of \$39K from Jumping Creek Road (Line 6)
<ul style="list-style-type: none"> Drainage Strategy Implementation - Advanced Design 	124	Transfer of \$4K from Jumping Creek Road (Line 6), \$20K from Road Management Strategy Upgrades (Line 9), and \$100K from Road Management Strategy (Line 11)
<ul style="list-style-type: none"> AMS Roads, Reserves and Drains - (Footpaths and Open Drains) 	300	Transfer of \$300K from Citizen Connect Customer Relationship Management Phase 1 (Line 47) Note: the transferred amount is to be restored to Citizen Connect Customer Relationship Management Phase 1 project in 2018/19 from AMS Roads, Reserves and Drains.

<ul style="list-style-type: none"> AMS Buildings - (<i>Miscellaneous Building Refurbishment and Aquarena</i>) 	803	Transfer of \$803K from Citizen Connect Customer Relationship Management Phase 1 (Line 47). Note: the transferred amount is to be restored to Citizen Connect Customer Relationship Management Phase 1 project in 2018/19 from AMS Buildings.
<ul style="list-style-type: none"> Fleet Management Solution 	200	Transfer of \$184 from Tech One upgrade (Line 52) and \$16K from Domeney Reserve Pavilion Upgrade (Line 30). Note: the transferred amount is to be restored to Domeney Reserve Pavilion in 2018/19 by adjustments to other project budgets and cash flows.
<ul style="list-style-type: none"> Civic Centre / MC² Fit Out 	110	Transfer of \$110K from Domeney Reserve Pavilion Upgrade (Line 30). Note: the transferred amount is to be restored to Domeney Reserve Pavilion in 2018/19 by adjustments to other project budgets and cash flows.
<ul style="list-style-type: none"> Citizen Connect Contact Centre Phase 2 	247	Transfer of \$132K from Citizen Connect Contact Centre Phase 1 (Line 46) and \$115K from Domeney Reserve Pavilion Upgrade (Line 30). Note: the transferred amount is to be restored to Domeney Reserve Pavilion in 2018/19 by adjustments to other project budgets and cash flows.
<ul style="list-style-type: none"> AMS Road, Reserve & Drains (Furniture/Signs/Bins/Seats) 	50	Transfer of \$50K from Domeney Reserve Pavilion Upgrade (Line 30). Note: the transferred amount is to be restored to Domeney Reserve Pavilion in 2018/19 by adjustments to other project budgets and cash flows.
<ul style="list-style-type: none"> MCH Centres - Video Intercom System 	14	Transfer of \$14K from Domeney Reserve Pavilion Upgrade (Line 30). Note: the transferred amount is to be restored to Domeney Reserve Pavilion in 2018/19 by adjustments to other project budgets and cash flows.
Total	3,847	

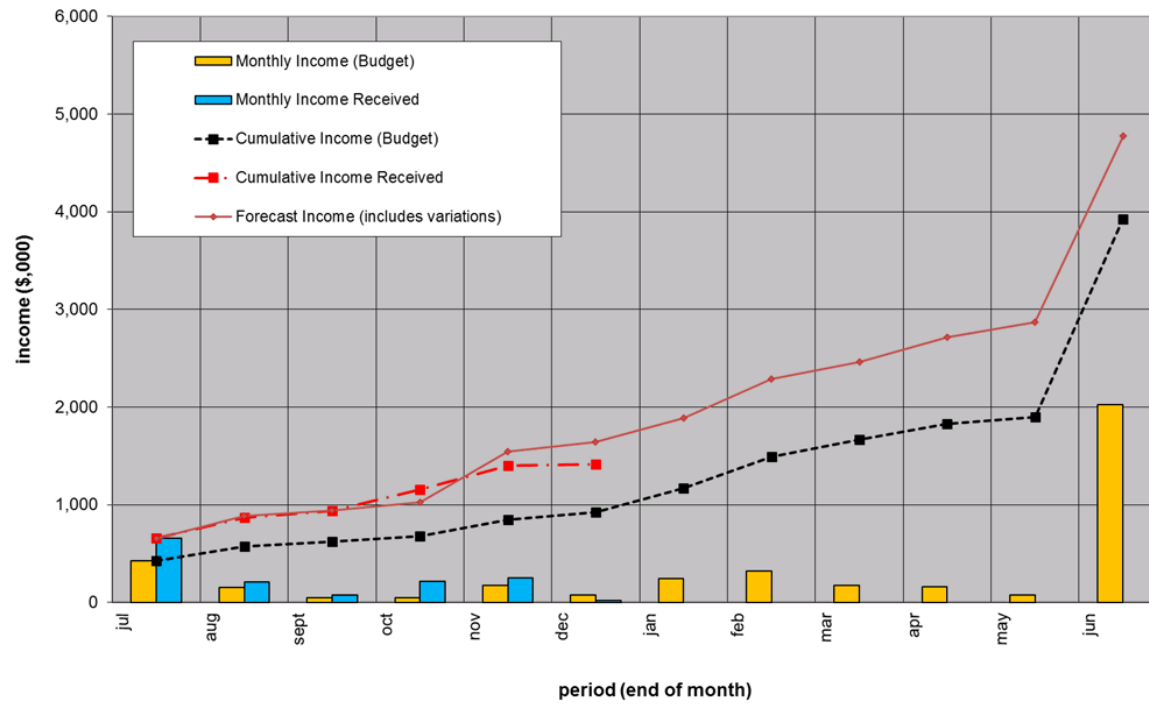
Capital Expenditure

Attachment A



Capital Works Income

Attachment B



Line No.	Sub Case No.	DESCRIPTION OF WORKS	PROJECT ADV.	PROJECT OFFICER	ADOPTED BUDGET 2017/18 \$'000	MYR BUDGET 2017/18 \$'000	CURRENT EOI FORECAST \$'000	YTD 2017 BUDGET \$'000	YTD ACTUAL inc cash payments plus accruals \$'000	Initiate		Analyse			Generate & Implement New				Comments		
										Concept		Planning/ Approvals		Design/ Specify		Tender		Construct/ Implement			
										Start	End	Start	End	Start	End	Start	End	Start		End	
General Infrastructure																					
1	180	Advanced Design Fees - Capital Works	F'cast	R Woodcock	286	400	400	0	100									\$74K carry forward from 2016/17			
		Jumping Creek Road Stage 3 (Concept / Planning)	00							JUL	OCT	NOV	JUN	-	-	-	-				
		Dudley Road PPN Stage 2 (PPN)	18							-	-	SEP	APR	MAY	MAY	-	-				
		Hedleberg Warandyle Road - Oakland to Alexander Ave (PPN)	0							-	-	NOV	JUN	APR	MAY	-	-				
		Serpels Road - Clpora Court Intersection (LATM)	18							JAN	FEB	JAN	MAR	APR	JUN	-	-				
		Hedleberg Warandyle Road Mulum Mulum Creek to Alexander Avenue (PPN)	25							JUL	SEP	SEP	MAY	MAY	JUN	-	-				
		Bulleen Road - Trinity Tennis Courts To Manningham Club	38							AUG	SEP	OCT	NOV	NOV	DEC	-	-				
		Serpels Road - Sarah Crescent to Clpora (PPN)	25							JAN	FEB	FEB	APR	MAY	JUN	-	-	Project to commence in February			
		Webb Street - David Street to Shops (PPN)	20							OCT	NOV	DEC	FEB	MAR	JUN	-	-	Project to commence in January			
		Yarra Road - Arunga Drive to Homestead Road (PPN)	23							SEP	OCT	NOV	APR	FEB	JUN	-	-	Project to commence in December			
		Footpath Program	38							NOV	DEC	JAN	APR	MAR	JUN	-	-				
2	354	New Footpath Construction (PPN)	F'cast	R Woodcock	640	640	640	432	290									\$250K carry forward from 2016/17			
		Serpels Road (Kilbury Crescent to School Crossing / Stage 1)	00							-	-	-	-	-	-	-	-	JUL	OCT	Resident issues. Works to be completed by January.	
		Serpels Road (Sarah Crescent to Kilbury Court) - Stage 2	428							-	-	-	-	OCT	NOV	NOV	JAN	FEB	APR		
		Serpels / Tuckers Road	168							-	-	-	-	NOV	JUN	-	-	-	-	Project to commence in January.	
		Reynolds Road (Fees)	20							-	-	-	-	-	-	-	-	OCT	OCT	To be completed by December.	
3	NBC	Schramms Cottage Precinct Additional Structure		V Williamson	60	60	60	10	0	JUL	SEP	OCT	MAR	MAR	JUN	-	-	-	-		
4	362	Manningham DEC / Civic Building Extension		L Harrison	321	321	321	21	0	JUL	SEP	SEP	OCT	NOV	DEC	JAN	MAR	APR	JUN	Awaiting revised Business Case	
5	311	Energy Efficiencies		R Woodcock	232	382	382	382	325	-	-	-	-	-	-	-	-	-	JUL	JAN	\$325K carry forward from 2016/17. Practical Completion October
Transport																					
6	0	Jumping Creek Road - Stage 1	F'cast	R Woodcock	945	758	758	40	30												
		Jumping Creek Road - Stage 1	527							-	-	-	-	SEP	APR	JAN	MAR	MAR	JUN	Design commenced in November. Works have been delayed due to project planning, consultation and scoping delays. As a result, the works will not be sufficiently advanced to enable the entire allocation of funds to be spent this financial year. Rather than carry forward the unspent funds, the funds have been transferred to other priority projects and the transferred funds are to be restored in 2018/19.	
		Jumping Creek Road Stage 2 - (Design)	21							-	-	-	-	JAN	JUN	-	-	-	-		
		Jumping Creek Road - Land Acquisition	150							-	-	-	-	-	-	-	-	-	JUL	JAN	Works to be completed by June
		SS Jumping Creek Road - Retaining Wall	00							-	-	-	-	OCT	NOV	NOV	DEC	DEC	FEB	Marginal delay	
7	03	Road Safety Improvements - Local Roads	F'cast	R Woodcock	78	78	78	0	0												
		Playnters Road Passing Bays	50							OCT	OCT	OCT	NOV	NOV	APR	JAN	MAR	MAR	MAY	Works commenced in November	
		Yarra Street Near Mitchell Avenue - Pedestrian Refuge	28							SEP	SEP	OCT	OCT	OCT	JAN	FEB	MAR	APR	MAY		
8	06	Road Safety Improvements - Collector & Link Roads	F'cast	R Woodcock	68	68	68	33	30												
		Yarra Road - Asphalt Resurfacing	13							-	-	-	-	-	-	-	-	-	SEP	SEP	Contractor delays. Works to be commence in January and be completed by March.
		Montgomery Street Car Park	10							-	-	-	-	-	-	-	-	-	SEP	SEP	Practical Completion November
		Macedon Square - Amendments to Parking Bays	10							JAN	JAN	JAN	FEB	FEB	MAR	MAR	APR	APR	MAY		
		High Street South of Winters Way (Pedestrian Refuge)	20							NOV	NOV	NOV	JAN	JAN	MAR	MAR	MAY	MAY	JUN	Marginal Delay	
		Fees	15																		
9	07	Road Management Strategy Upgrades - Council Link	F'cast	R Woodcock	2,537	2,188	2,188	946	910												
		King Street - Stage 1	1043							-	-	-	-	-	-	-	-	-	JUL	DEC	\$476K carry forward from 2016/17. Transfer of \$156K from the Mulum Mulum Highball Stadium (Line 34) following an over expenditure that occurred in 2016/17, to advance the Highball Stadium project, that was funded from Road Management Strategy Upgrades carry forward amount.
		King Street - Stage 2 (Wyena to Greenidge)	720							-	-	-	-	JUL	SEP	OCT	DEC	JAN	JUN	Design commenced in December. Works have not progressed due to contractor availability. As a result, the works will not be sufficiently advanced to enable	
		Heads Road / Whiteflans Roundabout	78							-	-	-	-	-	-	-	-	-	JUL	SEP	Practical Completion
		Tram / Merin Device Alterations	150							-	-	-	-	-	-	-	-	-	DEC	JUN	Marginal delay.
		Colman Road - Speed Humps	80							SEP	OCT	NOV	DEC	DEC	JAN	FEB	FEB	APR	MAY	Project to commence in December	
		Hedleberg Warandyle Road to Deep Creek Road - Footpath	100							JUL	JUL	JUL	JAN	JAN	JAN	JAN	FEB	FEB	MAY		

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Line No.	Sub Case No.	DESCRIPTION OF WORKS	PROJECT ADV.	PROJECT OFFICER	ADOPTED BUDGET 2017/18 \$'000	MYR BUDGET 2017/18 \$'000	CURRENT EOP FORECAST \$'000	YTD 2017 \$'000	YTD ACTUAL inc cash payments plus accruals \$'000	Initiate		Analyse				Generate & Implement New				Comments		
										Concept		Planning		Design/Specify		Tender		Contract				
										Start	End	Start	End	Start	End	Start	End	Start	End			
34	439	Mulum Mulum Highball Facility		V Williamson	11,079	10,637	10,637	4,800	6,800												\$750K carry forward from 2016/17. Balance of \$66K DRV income to be claimed. \$150K of Solar Energy Panel installation income will not be received. \$53K additional Melbourne Water income. Additional \$275K from Recreational Reserve to fund loss of Solar Panel Income and other project variations. Transfer of 180K to Donvale Reserve Pavilion (Line 47), \$89K to Plant Replacement (Line 61), \$140K to Neighbourhood Activity Centres (Line 32), \$195 to Road Management Strategy Upgrades (Line 15), and \$160K to Zeeb's Reserve Management Plan (Line 61) following an over expenditure that occurred on the Mulum Mulum Highball Stadium in 2016/17 that is to be restored in 2017/18.	
		Infrastructure Plan - Stage 2 (Stadium)																				
35	PB	Petty's Reserve Sporting Development - Stage 2		V Williamson	100	100	100	100	0	JUL	JUN											
36	36	Playspaces Development Program	F'cast	V Williamson	512	512	512	60	15													
		Bimbadeen Reserve	700							JUL	AUG	AUG	SEP	SEP	OCT	NOV	DEC	FEB	MAY		Marginal delay	
		Timber North Playspace	20	M Rahimi						AUG	SEP	OCT	NOV	NOV	DEC	JAN	FEB	MAR	JUN			
		Minor Park / Playspace Upgrades	322	B Stephens						AUG	DEC	AUG	FEB	AUG	SEP	SEP	MAR	NOV	JUN			
37	430	Shearans Road Highball Facility		J Young	390	642	542	542	567													
38	54	Sportground Refurbishment/Drainage Program	F'cast	J Young	128	128	128	60	60													
39	224	Tennis Club Strategy		J Young	128	128	128	103	0													
		Doncaster Tennis Club Courts 6 & 12								JUL	OCT	OCT	OCT	OCT	NOV	NOV	NOV	DEC	FEB		Marginal delay	
		Municipal Offices																				
40	170	Furniture & Equipment	F'cast	T Lawson	64	64	64	30	30													
		Function Centre	30																			
		General Items	34																			
		IT Strategy Initiatives																				
41	136A	IT Strategy Initiatives - Other		D Belchambers	230	230	230	100	150	AUG	AUG	AUG	SEP	SEP	OCT	OCT	NOV	FEB	JUN			
		ESD Initiatives																				
42	136B	Computer Infrastructure Replacement - (Servers)		D Belchambers	64	64	64	64	40					SEP	OCT	OCT	NOV	NOV	DEC			
43	136C	Other Computer Infrastructure		D Belchambers	64	64	64	64	20	JUL	AUG	AUG	SEP	SEP	OCT	OCT	NOV	NOV	DEC			
44	273	GIS/ GPS Initiatives		D Belchambers	26	26	26	0	0					JAN	FEB	FEB	MAR	MAR	MAR			
45	445	CHRIS 21 upgrade		F Park	87	87	87	0	0	SEP	SEP		OCT		DEC		JAN		JUN		Works to commence in January	
46	443	Contact Centre - Citizen Connect Ph 1		F Park	250	120	120	120	160								JUL		SEP			\$112K carry forward from 2016/17. Practical Completion
47	447	Citizen Connect: Customer Relationship Management phs 1		F Park	2,264	1,174	1,174	272	230			JUL		AUG		SEP		JUN				\$600K carry forward from 2016/17. Tender closed without awarding contract as a result of not finding suitable combination of product and partner that satisfied Council's needs and expectations. Project is to be re-tendered and will therefore not be sufficiently advanced to enable the entire allocation of funds to be spent this financial year. Rather than carry forward the unspent funds, the funds have been transferred to other priority projects and the transferred funds are to be restored to the Customer Relationship Management project in 2018/19 by adjustments to other project budgets.
48	450	MADHQ Upgrade & Enhancements		F Park	30	64	64	30	55								JUL		SEP			\$30K carry forward from 2016/17. Vendor delays. Project to be completed by February.
49	448	Network Switch and Telephony Upgrade		F Park	616	1,002	1,002	767	410	JUL	SEP	SEP	SEP	OCT		NOV		FEB				\$158K carry forward from 2016/17. Further \$138K carry forward adjustment from 2016/17.
50	448	Online View, Payments and Lodgement		F Park	403	439	439	150	160			JUL		MAR		APR		JUN				\$244K carry forward from 2016/17
51	384	Enterprise Project Management System		F Park	181	266	266	236	160								JUL		NOV			\$181K carry forward from 2016/17. Further \$40K carry forward adjustment from 2016/17. Works to be completed by March.
52	435	Technology One Upgrade	F'cast	F Park	276	92	92	92	45													\$62K carry forward from 2016/17
		Financials Upgrade to Cl to Anywhere	0																			Project deferred.
		Patches & Enhancements	62							SEP	SEP	SEP	SEP	OCT		OCT		NOV				Project to be completed by January.
		ASSET MANAGEMENT STRATEGY (AMS)																				
53	1	AM6 Buildings	F'cast	L Herrison																		
		Aquarena Centre	500		300	600	600	160	180													
		Highball Facilities	157		271	181	181	91	100													
		Lower Templestowe Preschool	371	M Foard	371	371	371	121	0	JUL	SEP	SEP	SEP	SEP	OCT	OCT	DEC	DEC	JAN			
		Miscellaneous Building Refurbishment Works	903		300	903	903	137	185													
		Noresby Ave Childcare	150	M Foard	150	160	160	10	40	JUL	OCT	OCT	OCT	OCT	DEC	JAN	FEB	MAR	JUN			

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Line No.	Sub Case No.	DESCRIPTION OF WORKS	PROJECT ADV.	PROJECT OFFICER	ADOPTED BUDGET 2017/18 \$'000	MYR BUDGET 2017/18 \$'000	CURRENT EOP FORECAST \$'000	YTD 2017 BUDGET \$'000	YTD 2017 ACTUAL (inc cash payments plus accruals) \$'000	Initiate		Analyse				Generate & Implement New				Comments		
										Concept		Planning/ Approvals		Design/ Specify		Tender Procure		Construct/ Implement				
										Start	End	Start	End	Start	End	Start	End	Start	End			
		Neighbourhood Safer Places (NDPs) / Emergency Mnt Initiatives	50		50	60	50	16	0	-	-	-	-	-	-	-	-	-	JUL	JUN		
		Ruffey Lake BBQ Shelter Church Street	20	D Bolzoneto	20	20	20	0	0	-	-	-	-	-	-	-	-	-	NOV	NOV	Completed	
		Ruffey Lake BBQ Shelter Victoria	20	D Bolzoneto	20	20	20	0	0	-	-	-	-	-	-	-	-	-	JAN	JAN		
		Safety Improvements	20		20	20	20	10	5	-	-	-	-	-	-	-	-	-	JUL	JUN		
		Schramm Cottage	50		50	60	50	0	0	-	-	-	-	-	-	-	-	-	FEB	FEB		
		Scouts & Girl Guide Halls (Flims)	50		50	60	50	13	20	-	-	-	-	-	-	-	-	-	JUL	JUN		
		Templestowe Park Tennis Club	280	J Young	280	280	280	30	0	JUL	OCT	OCT	NOV	NOV	DEC	JAN	FEB	MAR	MAY			
		Warrandyte Tennis Club	45	J Young	45	45	45	25	0	JUL	NOV	DEC	APR	APR	JUN	-	-	-	-			
		Warrandyte Senior Citizens	100		100	100	100	0	0	-	-	-	-	-	-	-	-	-	-	-	Timelines TEC - scope still being determined	
		Wonga Park Preschool (Birch Memorial)	75	M Ford	15	76	75	75	75	JUL	JUL	JUL	JUL	JUL	JUL	JUL	AUG	OCT	DEC		\$60K additional income. Practical Completion November.	
54	1	AM3 Road, Reserve & Drains	Forecast	N Castauro																		
		Arterial Road Pavements	540		540	640	540	400	0	JUL	AUG	AUG	AUG	AUG	AUG	-	-	-	OCT	MAR	Works to be completed over school holidays in January.	
		Bridges/Culverts - Parks	25		25	25	25	0	0	JUL	AUG	AUG	SEP	SEP	OCT	OCT	NOV	JAN	MAR			
		Bridges/Culverts - Roads	100		100	100	100	15	0	JUL	AUG	AUG	SEP	SEP	OCT	OCT	NOV	NOV	MAR	Construction to commence in January		
		Carparks - Community	33		33	33	33	0	0	JUL	AUG	AUG	SEP	OCT	OCT	-	-	-	JAN	MAR		
		Carparks - Commercial	33		33	33	33	0	0	JUL	AUG	AUG	SEP	OCT	OCT	-	-	-	JAN	MAR		
		Concrete R/W's	30		30	30	30	20	0	-	-	-	-	-	-	-	-	-	OCT	FEB	Project to commence in February	
		Pavement Design	25		25	25	25	25	0	-	-	-	-	-	-	-	-	-	NOV	MAR		
		Footpaths - Parks	150		150	150	150	55	20	JUL	AUG	AUG	AUG	AUG	AUG	-	-	-	OCT	APR		
		Footpaths - Roads	595		395	886	595	200	370	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Kerb & Channel	100		100	100	100	70	50	-	-	-	-	-	-	-	-	-	-	JUL	APR	
		Open Space Road Pavements	50		50	60	50	35	10	JUL	AUG	AUG	AUG	-	-	-	-	-	SEP	APR		
		Pram Crossings	50		50	60	50	25	20	-	-	-	-	-	-	-	-	-	SEP	JUN		
		Road Furniture/Signs/Bins/Seals	125		75	126	125	25	35	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Road Restoration	500		560	660	560	320	475	JUL	AUG	AUG	AUG	AUG	AUG	-	-	-	SEP	MAR		
		Road Retaining Wall/Structures	10		10	10	10	0	5	JUL	AUG	AUG	SEP	SEP	SEP	SEP	OCT	NOV	JAN			
		Road Surfacing (Reseals)	2,403		2,403	2,403	1,350	350	350	JUL	AUG	AUG	AUG	AUG	AUG	-	-	-	SEP	MAR	Marginal delay due to contractor availability issues.	
		Road Renewal - Kerb & Channel	100		100	100	100	50	35	JUL	AUG	AUG	AUG	AUG	AUG	-	-	-	SEP	FEB		
		Underground/Open Drainage	243		243	243	130	120	120	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Road System Improvements (Open Culvert Rehabilitation)	100		0	100	100	0	0	-	-	-	-	-	-	-	-	-	-	MAR	JUN	
		Shopping Centre Enhancements	150	J Young	150	160	150	75	60	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
55	1	AM3 Passive & Open Space	Forecast	J Young																		
		Cricket Nets / Coaches Boxes	30		30	30	30	15	25	-	-	-	-	-	-	-	-	-	SEP	JUN		
		Fencing	111		145	111	111	66	65	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Floodlighting	110		235	110	110	89	35	-	-	-	-	-	-	-	-	-	SEP	JUN		
		Landscape Areas	35		35	36	35	5	1	-	-	-	-	-	-	-	-	-	-	AUG	JUN	
		Outdoor Basketball / Netball / Hockey Facilities / Sporting Facilities	5		30	5	5	5	0	-	-	-	-	-	-	-	-	-	-	SEP	JUN	
		Sporting Reserves	100		100	100	100	55	40	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Sporting Reserves - Wonga Park (Boundary Fencing)	40		40	40	40	20	15	-	-	-	-	-	-	-	-	-	OCT	FEB		
		Water Services	90		90	90	90	37	30	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Streetscapes	200		200	200	200	100	50	-	-	-	-	-	-	-	-	-	-	SEP	JUN	
		Signage	50		50	60	50	20	0	-	-	-	-	-	-	-	-	-	OCT	JUN	Project to commence in February	
		Play Spaces	50		50	60	50	20	10	-	-	-	-	-	-	-	-	-	-	AUG	JUN	
56	1	AM3 Leisure & Community	Forecast																			
		Play Spaces Children Facilities	52	M Ford	62	62	62	30	20	-	-	-	-	-	-	-	-	-	-	AUG	JUN	
57	1	AM3 Art Collection Conservation	10		10	10	10	0	0	-	-	-	-	-	-	-	-	-	-	JAN	JUN	
58	1	AM3 Project Mnt/Admin	125	L Harrison	125	125	125	40	15	-	-	-	-	-	-	-	-	-	-	JUL	JUN	
		Plant Replacement																				

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12 COMMUNITY PROGRAMS

There are no Community Programs reports.

13 SHARED SERVICES

There are no Shared Services reports.

14 CHIEF EXECUTIVE OFFICER

14.1 CALD Review

File Number: IN18/65
Responsible Director: Chief Executive Officer
Attachments: Nil

EXECUTIVE SUMMARY

Manningham has a rich cultural diversity with 42% of Manningham residents speaking a language other than English at home and 40% being born overseas. This level of diversity is higher for Manningham when compared to the whole of the State of Victoria and the Melbourne Metropolitan area.

A review has been undertaken of Council's communications channels to ensure it is fit for purpose for Manningham's CALD (Culturally and Linguistically Diverse) community.

Council used a range of community feedback sources to inform this review. The key needs and opportunities highlighted were:

- residents want more quality translated material on a wide range of Council service topics that is easily accessible*
- residents are open to using new technology, especially for digital (website) enhancements*
- make it easy to get information and access to Council services*

The report outlines CALD communication improvements being made via a number of channels including:

- updated and enhanced language services organisational guidelines*
- Manningham Matters content*
- an enhanced universal interpreter symbol*
- enhancements and better information and transparency in correspondence to directly affected residents on major projects and initiatives*
- on-demand and on-site interpreting services*
- expanding Council's CALD publications and information factsheets*
- CALD media and advertising, and*
- greater CALD content and services information via Council's corporate website.*

The review outcomes support Council Plan Goal 1.2 "A connected and inclusive community".

1. RECOMMENDATION

That Council notes and supports the improvement opportunities identified and being implemented through the CALD Review.

2. BACKGROUND

A review has been undertaken of Council's communications channels to ensure it is fit for purpose for Manningham's CALD community.

Manningham has a rich cultural diversity with 42% of Manningham residents speaking a language other than English at home and 40% born overseas. This level of diversity is higher for Manningham when compared to the whole of the State of Victoria and the Melbourne Metropolitan area.

The review was timely in that it coincided with the release of the 2016 Census data, providing up to date information and insights into Manningham's diverse community.

3. COUNCIL PLAN / STRATEGY

This report supports Council Plan Goal 1.2 "A connected and inclusive community", to ensure Council's communications channels are fit-for-purpose for Manningham's CALD community.

4. IMPACTS AND IMPLICATIONS**4.1 Community Feedback**

As highlighted under item 5.2, Council used a range of community feedback sources to inform this review. The key needs and opportunities highlighted were:

- more quality translated material on a wide range of Council service topics that is easily accessible
- open to using new technology, especially for digital (website) enhancements
- make it easy to get information and access to Council services

The key preferred communication channels were:

- Manningham Matters
- direct correspondence from Council
- local media
- Manningham corporate website
- information flyers about Council services

4.2 CALD Practice and Improvements

4.2.1 Census 2016 – Languages spoken at home and English proficiency

According to the Census 2016, the main languages, other than English, spoken at home by Manningham residents remained the same, with the largest changes between 2011 and 2016 being for those speaking Mandarin (+5,535 persons), Farsi (Persian/Dari +977 persons), Italian (-825 persons) and Greek (-813 persons).

While 42% speak a language other than English at home, residents' proficiency in English was high, with 53.6% of residents speaking English only, and 7.6% speaking another language and English not well or not at all.

While Manningham has a diverse community, it is also a very skilled and higher income earning cohort compared to the rest of the State of Victoria and the Greater Melbourne Metropolitan area, supporting a balanced approach to providing language services to the Manningham community.

4.2.2 Language Services Organisational Guidelines

Guidance for Council staff on a best practice approach to providing language services has been reviewed and expanded to be in line with the guidance issued by the Victorian Multicultural Commission on procedures for interpreting, translating and making multilingual information available online.

4.2.3 Manningham Matters

Manningham Matters is consistently listed as the community's preferred source of information about Council services and initiatives.

A 2017 review of Manningham Matters also considered the level of CALD content. Prior to the review, the publication contained only the universal interpreter symbol and phone number for Council's on-demand interpreter service.

Following the review, Manningham Matters now contains the universal interpreter symbol icon and on-demand interpreter service phone number as well as almost a full page of translated material in Manningham's top six community languages, other than English, highlighting and signposting readers to key articles in the publication. The translated languages are Traditional Chinese, Simplified Chinese, Italian, Greek, Farsi (Persian/Dari), and Arabic. The translated material is published on a prominent page within the publication.

4.2.4 Universal Interpreter Symbol

Council has been using the Universal Interpreter Symbol together with the phone number for its on-demand interpreting service on its main publications for a number of years. Following the review, this has been enhanced to make it clearer that the symbol is promoting Council's interpreting service. This was achieved by articulating this language service availability in Manningham's main community languages as part of the icon used on Council publications and correspondence.

4.2.5 Additional translated material to directly affected residents

While the updated and improved universal interpreter symbol (refer 4.2.4 above) is included on information and correspondence, following the review, it is now

standard practice to also translate key messages of correspondence/letters of notification where residents are directly affected by projects or initiatives; recent examples includes proposed amendment C104 for the Westfield expansion.

4.2.6 On-demand and on-site interpreting service

Council has been offering an on-demand phone interpreter service for a number of years with demand remaining strong year-on-year. For example, in the 2016/17 financial year, there were a total of 205 on-demand phone interpreting sessions, at a cost of \$4,626, accessed in a range of languages. In the first seven months of the 2017/18 financial year, there's been 176 session on-demand phone interpreting sessions at a cost of \$3,785.

For more complex matters, Council offers a face-to-face interpreter service. These sessions can range from 45 minutes to one-and-a-half hours each, depending on the issue and its complexity. In the 2016/17 financial year, 18 face-to-face interpreter service sessions were accessed at a cost of \$5,216.30. Given the ongoing demand, Council will continue to promote and offer both the on-demand interpreting services as well as the face-to-face interpreter service.

4.2.7 CALD publications and information factsheets

Council translated a range of brochures and service information annually. As part of the review, the key information requests and top issues residents make enquiries or complain to Council about were considered. In response, a range of resources are being developed, to be available in hard copy as well as digital and audio files. The topics include parking; animal management; planning and building; waste and recycling; vegetation management; road conditions; drainage; emergency management; Your Council and Councillors; halls and facilities for hire; leisure centres, libraries, neighbourhood houses and community centres; aged and disability support services, and family and children's services. This will be available by the end of February 2018.

4.2.8 CALD media advertising

Given Manningham's significant and growing Chinese community, Council already advertises monthly in the Sameway Chinese magazine which is a more locally flavoured news source, compared to more state and nationally focussed CALD newspapers. Additionally, Council advertises in other CALD media on a case-by-case basis as deemed necessary and relevant. Council will continue with this practice and proactively look for opportunities to use local community radio more regularly.

4.2.9 Manningham corporate website and other digital improvements

New technological advances are making it increasingly possible to offer more easily accessible Council services and information in a more cost effective manner. Council is planning on doing a major update to its corporate website in 2018/19. As part of that project, auto-translated website content is being considered. The technology solution will perform similar to those already successfully used by some of the world's largest brands including Microsoft, UBER as well as a number of Australian utility and government departments.

Other digital improvements being investigated include offering a real time translator chat service and a video interpreting service at point of need.

4.2 10 Major campaigns and initiatives

Where Council is undertaking major initiatives and campaigns, it is appropriate to make significant CALD resources available to ensure Manningham's CALD community is informed and understand how they can participate in and/or provide feedback on the initiative or campaign. Recent examples include the bin replacement program, the development of the 2017-2021 Council Plan and the recent North East Link survey. Council will continue with this practice.

5. IMPLEMENTATION

5.1 Finance / Resource Implications

As most of the improvements have already been implemented in this current financial year, there are no significant financial and/or resource implications. Improvement actions are being incorporated through the normal annual operational budget setting process. Council has a current annual language services budget of \$20,000 with additional costs covered by project/initiative specific budgets as required.

5.2 Communication and Engagement

Council used a range of community feedback sources to inform this review, including the extensive 1000s of voices engagement initiative which informed the development of the Council Plan 2017-2021; qualitative focus groups held in 2017 for the redevelopment of Council's community newsmagazine Manningham Matters; Citizen Connect research in 2017; and surveys and focus groups held in 2017 with the Manningham Community panel. The review overview and key outcomes were also presented and discussed with Council's Access and Equity Advisory Committee in December 2017.




5.3 Timelines

With most of the improvement actions already implemented or underway, the remaining actions of completing a range of information fact sheets on key issues/services, and improving the website to contain more translated information, including through new innovation in high quality auto-translated content, will be completed by the end of February 2018 and June 2019 respectively.

6. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

14.2 Draft Submission on the Local Government Bill Exposure Draft

File Number:	IN18/60
Responsible Director:	Executive Manager People and Governance
Attachments:	<ol style="list-style-type: none">1 Major Differences between the 1989 Act and the Draft Exposure Bill 2018 ↓ 2 Draft Submission to the Local Government Bill Exposure Draft ↓ 3 Commencement Timeline ↓ 

EXECUTIVE SUMMARY

This report presents to Council a draft submission on the Local Government Bill Exposure Draft. The submission has been developed on the basis of Council's response to the Directions Paper consultation undertaken by the Victorian Government in late 2016. Council officers have also undertaken a broader review of the exposure draft and highlighted a number of matters for further consideration.

RECOMMENDATION

That Council:

- A. **endorse the submission on the Local Government Bill Exposure Draft as shown at Attachment 2; and**
- B. **forward the submission to the Department of Environment, Land, Water and Planning by Friday 16 March 2018.**

1. BACKGROUND

The Victorian Government came to office in 2014 with a mandate to update the Local Government Act 1989. In 2015, they embarked on a significant reform agenda which has been warmly embraced by local government and the wider Victorian community.

The Victorian Government had three overriding objectives for a new Act:

- Victorians will better understand and value the role of councils as democratically elected bodies that represent their interests; participate more as candidates, voters and citizens in council activities; and contribute to council strategic visions and plans
- councils will drive reform across the state by being more autonomous and outcome-orientated; and by embracing innovative and collaborative arrangements that increase organisation efficiency and deliver public value for residents
- the Act will be a living document that tells people clearly what councils do and how to get involved, and provide a sound framework for the sector to become more efficient and enterprising in its local governance

On 12 December 2017, the Victorian Government released the Local Government Bill Exposure Draft ('exposure draft') for consultation. The exposure draft has been 'co-created' following extensive and deep engagement with Councils, ratepayers, the wider community and specific stakeholders.

There have been four stages to this engagement:

- Stage 1 – Reform Ideas
In September 2015, the Government released a comprehensive discussion paper inviting ideas on options to reform all aspects of the legislative framework
- Stage 2 – Policy Directions
In June 2016 the government release a Directions Paper (Act for the Future) outlining 157 potential reform directions
- Stage 3 – Implementation Challenges
Throughout 2017, targeted consultation was undertaken to inform the exposure draft Bill
- Stage 4 – Exposure Draft Bill: In December 2017 a draft of the Bill was made publicly available for community comments and submissions.

Council has provided feedback during stages 1 and 2 of the engagement process and Council officers also participated in the targeted consultation to discuss implementation challenges to inform the exposure draft. The draft Bill is open for public comment until Friday, 16 March 2018.

2. DISCUSSION / ISSUE

Following consultation, a number of changes have been included in the exposure draft that are different to the proposals outlined in the Directions Paper. These changes are identified in Attachment 1.

It is pleasing to note that a number of Council's concerns expressed in its submission to the Directions Paper have been addressed in the exposure draft including:

- retaining the current provisions relating to the mayoral term
- not appointing a deputy mayor for a two year term
- flexibility for Councils to determine their own engagement activities
- support for the proposed three representative structures
- the introduction of a formula for determining councillor numbers
- electoral representation reviews conducted by exception
- implementation of a countback method by which all valid votes cast are counted
- partial (optional) preferential voting did not proceed
- current voter franchise retained

Conversely, a number of Council's concerns have not been addressed in the exposure draft including:

- the Mayor leading engagement in the development of the Council Plan and reporting annually to the community
- the Mayor appointing a Councillor to be the chair of a delegated committee
- requirement for independent professional advice in relation to the CEO Employment and Remuneration Policy
- adoption of a uniform voting method determined by the Minister
- the impact of the Fair Go Rates System on Council's ability to plan for the future

The draft submission shown at Attachment 2 takes into consideration the outstanding concerns listed above and highlights a number of new provisions that warrant comment. Peak local government bodies are also preparing submissions and officers are providing feedback to the development of these submissions.

The exposure draft generally achieves the objectives set by the Victorian Government in reviewing the Act. One of the fundamental shifts in the exposure draft is the intent to use regulation and guidance rather than include detailed provisions in the new Act. This has the effect of minimising Parliament's determination of practice in the sector and places it with the Minister. There may be implications for the local government sector in the context of autonomy and authority with this approach. To this end, it is essential that the development of any regulations and guidelines be subject to extensive consultation with the sector and finalised well in advance of any compliance requirements specified in the new Act.

3. IMPACTS AND IMPLICATIONS

The review of the Local Government Act 1989 is the most significant reform to the local government sector since the 1990's. The new Act will provide a framework to revitalise participatory local democracy and reflect the diversity of contemporary Victorian community values and ideas in the vital decisions councils make. The Act's renewal will enable councils to adopt modern business practices and engage in stronger partnerships to deliver real public value in the interests of all Victorians.

4. IMPLEMENTATION

4.1 Finance / Resource Implications

The implementation of the Act will be delivered in 4 stages. The implementation will be supported through the development of associated Council policies which will be informed by regulation and ministerial guidelines. Attachment 3 shows the indicative timelines for implementation that have been established by the Victorian Government.

4.2 Communication and Engagement

The Victorian Government has undertaken an extensive consultation program in the development of the exposure draft. Council and officers have participated in all stages of consultation.

4.3 Timelines

The closing date for submissions has been extended to 16 March 2018. Following the close of submissions the Victorian Government will consider feedback received and determine any amendments to be made to the draft Bill. Once any amendments have been made, it is the Government's intention to introduce the Bill into Parliament in the second quarter of 2018.

5. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

Major Differences between the 1989 Act and the exposure Draft Bill 2018

Local Government Act 1989	Exposure Draft Bill 2018
Part 2 – Councils	
5 representative structures	3 representative structures
Mayoral term – 1 year with an option of 2	Retained. A new provision included that will enable a council to vote out a Mayor mid term
Deputy Mayor optional	Deputy Mayor mandated
No CEO Remuneration Policy required	CEO Employment and Remuneration Policy
Part 3 – Policy and Decision Making	
Minimal engagement requirements	Engagement policy and principles required
Meeting rules included in Local Laws	Meeting rules based on governance rules
Conditions for closed meetings undefined	Conditions for closed meetings linked to FOI
Limited options for collaboration	Strong collaboration focus – capacity for joint meetings and procurement
Part 4 – Planning and Financial Management	
The Budget runs for one year	The Budget runs for four years
No requirement for a long-term community vision	Mandated community vision of at least 10 years
No requirement for an Asset Plan	Mandated Asset Plan of 10 years
Strategic resource Plan of 4 years	Mandated Financial Plan of 10 years
Part 5 – Rates and Charges	
Mining exempted from rates	Land used exclusively for mining becomes rateable.
Three methods to value land for rates	All councils except Melbourne use CIV
Municipal Charge capped at 20% of revenue	Municipal charge capped at 10% of revenue
Environmental upgrade agreements available to business	Environmental upgrade agreements extended to residents
Part 6 – Council Operations	
Performance defined in the context of 'Best Value	Service performance principles guide delivery
Complaints policy not required	Complaints policy mandated for operational delivery

Procurement subject to rigid, outdated tender thresholds	Councils set their own procurement and investment policies
Part 7 – Council Integrity	
Conflicts of interest voluminously described	Simple, clear definition of conflict: material and general
Code of conduct – complex, two-step process	Code of conduct declaration wording defined, single process
No gifts policy required	Publicly transparent gifts policy
Part 8 – Ministerial Oversight	
Minister can stand down councillor	Minister can suspend councillor
No preconditions for council amalgamations	Legislated preconditions for council amalgamations
Dismissal of council requires Act of Parliament	Retained
Part 9 – Elections	
Elections method at discretion of the council	Minister determines a uniform election method
Countbacks consider votes of vacating Councillor	Countbacks recount all votes cast
Magistrates Court reviews disputed elections	VCAT reviews disputed elections
Candidates submit campaign donation declarations to CEO within 40 days after an election	Candidate submits campaign donation declaration to CMI within 21 days of receipt of each donation



Submission Template

Local Government Bill – Exposure Draft

Name	
------	--

If you work in an organisation or council, please provide the following information:

Organisation or council name	Manningham City Council
Position	
Are you providing this submission on behalf of the organisation or council?	Council

Key information about making a submission

What feedback should I provide on the exposure draft bill?

Following an extensive consultation process that considered the policy issues that underpin the Local Government Act, we are now seeking feedback on the Local Government Exposure Draft Bill to inform the final draft legislation before the Government reviews it to present to the Victorian Parliament. We strongly encourage you to read the explanatory document (*A New Local Government Act for Victoria*) to assist you to navigate the draft legislation.

What is the closing date for submissions?

The closing date for submissions is **5:00 pm, Friday 23 February 2018**. Given that the draft bill is subject to parliamentary timeframes, submissions received after this date will be considered at the Government's discretion.

How do I make a submission?

Submissions can be made in three ways:

- **Online** by uploading your submission to the www.yourcouncilyourcommunity.vic.gov.au website
- **Emailing** your submission to local.government@delwp.vic.gov.au
- **Posting** your submission to:
Local Government Act Review Secretariat
C/o Local Government Victoria,
PO Box 500, Melbourne VIC 3002

How do I complete this template?

To complete this template:

- (1) Locate the part of the Draft Bill you wish to comment on.
- (2) Insert the clause number, your level of support for the clause, the proposed change and any other comments into the table.

Can I provide a submission in another format?

It is strongly preferred for submissions to be made by completing this template. However, if another format suits your needs or the requirements of your organisation you are welcome to use another format.

Will submissions be made publicly available?

Written submissions and the name of the author will be published on the www.yourcouncilyourcommunity.vic.gov.au website unless confidentiality is requested and the Executive Director of Local Government Victoria grants it, or if it is determined your submission should remain confidential. Submissions that are defamatory or offensive will not be published.

Please contact the Local Government Act Review Secretariat if you have any questions on (03) 9948 8518 or local.government@delwp.vic.gov.au



Part 1: Preliminary

Do you have any overall comments on Part 1 of the Exposure Draft Bill?
Nil

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Part 2: Councils

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
s.17 (c) Mayor to lead engagement with the municipal community on the development of the Council Plan; and	Do not support	Change the word lead to support . The responsibility for engagement should remain with the whole of Council <ul style="list-style-type: none"> ○ Potential to blur the separation of organisation and political and influence on operational budget ○ Gives confidence to community that consultation has remained apolitical 	
S17(h) Mayor to provide advice to the CEO when the CEO is setting the agenda for Council meetings; and	Do not support		Council disagrees with the Mayor having a significant role in the setting of Council meeting agendas as this blurs the separation of responsibilities between the Mayor and CEO.
s.18 (1) The Mayor has the following specific powers – (a) to appoint a Councillor to be the chair of a delegated committee;	Do not support		Council does not support this additional power of the Mayor. Committee appointments should remain the responsibility of the Council to avoid any inference of the Mayor 'playing favourites'.
s.20 Declaration of office of Mayor to be vacant	Conditional Support		A notice of motion to declare the office of Mayor vacant must be signed by an absolute majority of the Councillors – s.20(2)(a). However, the office can only be declared vacant by the Council if the motion is passed by a majority of at least three-quarters of all Councillors in office s.20(3). This means that a notice of motion could potentially be proposed to vacate the office of Mayor in full knowledge that the higher threshold contained in s.20(3) cannot be met. This could be destabilising if it plays out in an open meeting of the Council and may result in relational and reputational damage. It is recommended that the absolute majority referred to in s.20(4) be consistent with the higher threshold contained in s.20(3).

s.21 role and powers of the Deputy Mayor	Support		Council supports the mandated role of the Deputy Mayor in performing the role of Mayor if the Mayor is unable to attend Council meetings or is incapable of performing the role of Mayor for any reason, including illness.
s.43(4) the Council must appoint a person to be the Acting CEO if there is a vacancy in the office of CEO	Conditional Support		<p>Clarification is needed on what constitutes ‘a vacancy in the office’ and whether this includes periods of leave. Currently Manningham City Council’s Instrument of Delegation to the CEO enables the CEO to appoint an acting CEO in limited circumstances ie; periods of leave not exceeding 4 weeks. Section 10(2)(c) of the draft Bill expressly states that this power cannot be delegated to a CEO and s. 43(4) requires the Council to make the appointment if there is vacancy in the office of CEO. The introduction of these sections may create an unnecessary administrative burden on Councils, particularly for example, if there is unscheduled leave. A meeting of the Council would need to be convened purely to appoint an Acting CEO.</p> <p>It is recommended that consideration be given to including an exemption to these clauses to enable the appointment of an Acting CEO under delegation in limited circumstances.</p>
s.53 Audit and Risk Committee Charter	Conditional Support		Whilst Council supports the principles of transparency and accountability, there are concerns the proposed expanded role of the Audit Committee in monitoring Council’s compliance with the overarching governance principles and the Act is onerous and may considerably increase workload.

Do you have any overall comments on Part 2 of the Exposure Draft Bill?

Council supports the move to a principles based Act. There appears to be sufficient flexibility within the framework to allow Councils to adapt their practices to suit their individual community needs and circumstances. The expanded role for the Audit and Risk Committee may be cause for concern in terms of practical implementation, however Council is supportive of the move toward more open and accountable governance.

Part 3: Council decision making

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
s.60 Joint Council Meetings	Do not support		There is insufficient detail in the exposure draft Bill to fully understand the logistics of how this will work.
s.82 (4) Minister may issue good practice guidelines	Strongly Support		It is imperative that this process includes consultation with the local government sector to understand rationale for current practice and to ensure guidelines are capable of practical implementation. The development and use of model documentation would ensure a best practice approach to achieving the overarching governance principles.

Do you have any overall comments on Part 3 of the Exposure Draft Bill?

Council supports the requirement for community engagement processes, particularly to inform the development of the Council Plan and Budget. Council acknowledges the need for a more thorough engagement process in the development of a new Council Plan following a general election.

It is important to note that the exposure draft refers in many places to activities being undertaken in accordance with endorsed guidelines and regulations. It is difficult to comment on many provisions within the exposure draft as it makes reference to documents that are not yet in existence. It is imperative that the development of ministerial guidelines and regulations are developed following extensive consultation with the sector and delivered in advance of the relevant provisions commencing. Drawing on the New South Wales model, the development and use of model documentation that sets the minimum standards required would ensure a best practice approach to achieving the overarching governance principles.

Part 4: Planning and financial management**Do you have any overall comments on Part 4 of the Exposure Draft Bill?**

Whilst Council generally supports the integrated strategic planning and financial framework detailed in the exposure draft Bill, there are concerns around the competing priorities of planning for the future and the 'Fair Go Rates System'. There are challenges in developing a long term financial strategy in a rate capping environment.

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Part 5: Rates and charges

Do you have any overall comments on Part 5 of the Exposure Draft Bill?
Nil

DRAFT

Part 6: Council operations

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
s.149 Beneficial Enterprises	Support	Council supports the introduction of 'Beneficial Enterprises' and co-operative business to deliver public value.	

Do you have any overall comments on Part 6 of the Exposure Draft Bill?

Council supports the introduction of more flexible and contemporary tender and procurement practices as outlined in the exposure draft Bill to promote open and fair competition.

Part 7: Council integrity

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
Division 2 Conflict of Interest	Conditional Support		Whilst Council supports some simplification of the Conflict of Interest provisions, further guidance is required in the new Act to identify those situations that may give rise to the different types of conflict. At a minimum, the development of comprehensive guidelines are required to support practical implementation.
s.179 Councillor Code of Conduct	Support		There would be merit in establishing a uniform Code of Conduct to set the standards of behaviour expected to be observed by Councillors. This should however include flexibility for Councils to make additions to the uniform Code to enable Councils to individualise the Code and encourage higher standards of behaviour and accountability.

Do you have any overall comments on Part 7 of the Exposure Draft Bill?

Council is committed to the highest standards of integrity and supports the introduction of a principles based governance framework. Council supports a simplified Conflict of Interest regime, however further guidance is needed in the new Act to identify those situations that may give rise to the different types of conflict.

Part 8: Ministerial oversight**Do you have any overall comments on Part 8 of the Exposure Draft Bill?**

There are opportunities within the exposure draft to reinforce the principles of natural justice and afford individuals the right to a fair hearing and right of reply. It is essential that any guidelines or regulations support these principles.

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Part 9: Electoral provisions

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
s.276 Voting System	Do not support	Retain current provisions.	Council does not support the introduction of a uniform voting system to be determined by the Minister. Council is of the view that individual municipalities should have the option of determining the method of voting based on their individual needs and circumstances.
s.304 Authors to be identified	Conditional Support		Council supports the inclusion of a reference to social and digital media in this section to ensure the provisions remain contemporary.

Do you have any overall comments on Part 9 of the Exposure Draft Bill?

It is pleasing to note that the voter franchise has remained unchanged. Council supports the changes to the countback process to now include all votes cast and not just those of the vacating Councillor.

Part 10: General provisions

Clause (No.)	Support / Do Not Support / Neutral	What changes do you propose and why?	Are there any other comments you would like to make on this clause?
s. 326 Authorised Officers	Conditional Support	These provisions restrict the administration, enforcement and powers of an authorised officer to the new Act, any regulations under the new Act or a local law. It is recommended that the provisions of the 1989 Act be reinstated to enable an authorised officer to administer and enforce <i>'any other Act'</i> which relates to the functions of a Council.	

Do you have any overall comments on Part 10 of the Exposure Draft Bill?

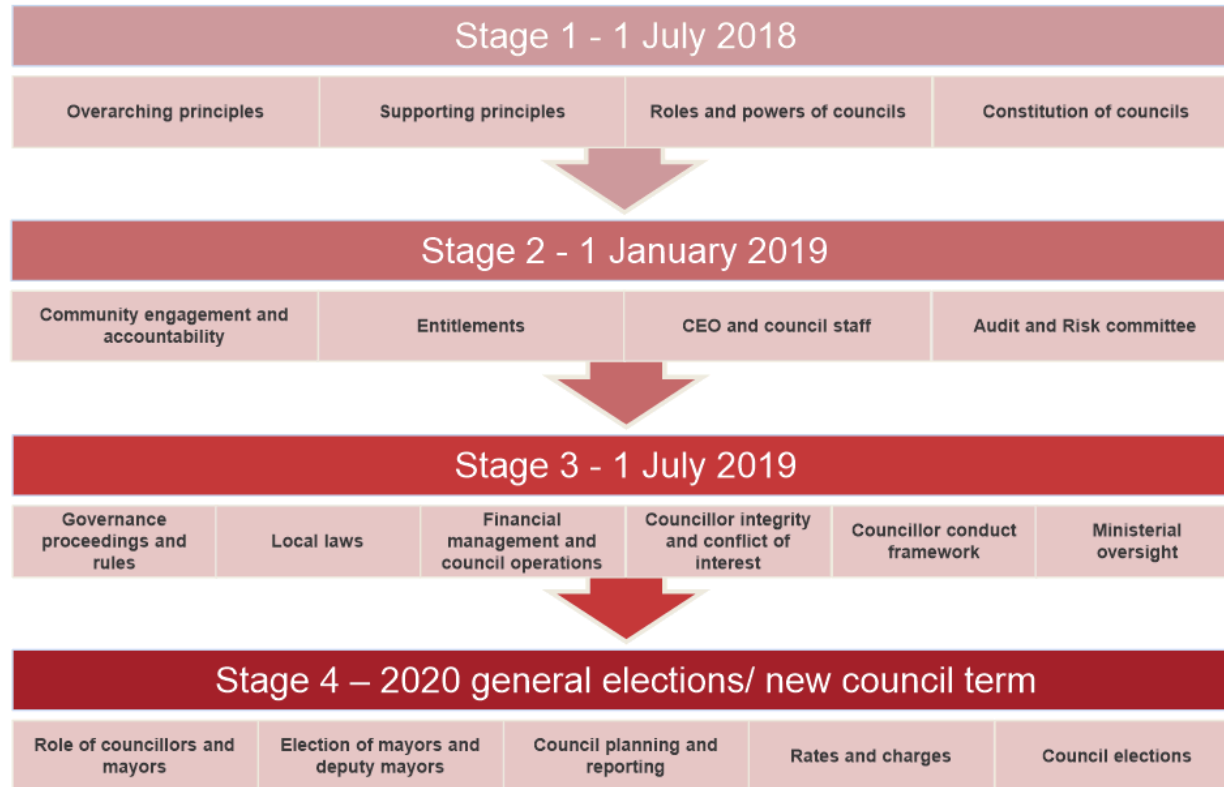
Nil

Part 11: Consequential amendments and repeals

Do you have any overall comments on Part 11 of the Exposure Draft Bill?
Nil

DRAFT

Commencement



Stage 1 – 1 July 2018

Provisions commencing	Council policies
<ul style="list-style-type: none">• Overarching principles• Supporting principles• Roles and powers of councils• Constitution of councils	None

Stage 2 – 1 January 2019

Provisions commencing	Council policies
<ul style="list-style-type: none">• Community engagement and accountability• Entitlements• CEO and council staff• Audit and Risk committee	<p>To be adopted by 1 July 2019</p> <ul style="list-style-type: none">• Community Engagement Policy• Public Transparency Policy• Expenses Policy• CEO Employment and Remuneration Policy• Council Staff Code of Conduct• Workforce Plan• Audit and Risk Committee Charter


Stage 3 – 1 July 2019

Provisions commencing	Council policies
<ul style="list-style-type: none">• Local laws• Financial management and council operations• Councillor integrity and conflict of interest• Councillor conduct framework• Ministerial oversight	<p>To be adopted by 1 January 2020</p> <ul style="list-style-type: none">• Governance Rules• Election Period Policy• Financial Policies• Procurement Policy• Complaints Policy• Councillor Gift Policy• Councillor Code of Conduct

Stage 4 – 2020 general elections / new council term

Provisions commencing	Council policies
<ul style="list-style-type: none">• Role of councillors and mayors• Election of mayors and deputy mayors• Council planning and reporting• Rates and charges• Council elections	<p>To be adopted by 1 July 2021</p> <ul style="list-style-type: none">• Community Vision• Council Plan• Financial Plan• Asset Plan• Budget• Revenue and Rating Plan

14.3 Road Naming Change Proposal - Police Street to Jones Way, Warrandyte

File Number: IN18/57
Responsible Director: Executive Manager People and Governance
Attachments: 1 Road Naming Proposal Map [↓](#) 

EXECUTIVE SUMMARY

Council has received a road naming proposal from the community to rename Police Street, Warrandyte to Jones Way, Warrandyte in recognition of the late Mr Ben Jones, a well-known and active local identity who dedicated himself to the Warrandyte community. There is one property affected by the naming proposal, the Warrandyte Police Station. The naming request from the community included a letter of support for the naming proposal from Victoria Police. This report recommends that Council endorse the naming proposal.

RECOMMENDATION**That Council:**

- A. support the proposal to rename Police Street, Warrandyte to Jones Way, Warrandyte.**
- B. advise the Registrar of Geographic Names of Council's support for the naming proposal.**
- C. amend the Road Naming Policy to update the delegated position from 'Manager Strategic Governance' to 'Executive Manager People and Governance'.**

1. BACKGROUND

- 1.1. The 'Naming rules for places in Victoria – Statutory requirements for naming roads, features and localities 2016' ('the rules') set out the process to be followed for naming, renaming or changing the boundaries of roads, features and localities in Victoria.
- 1.2. The rules are a statutory requirement allowed for under the Geographic Place Names Act 1998 (the Act) and are mandatory for all naming authorities in Victoria. Council is a naming authority under the Act and must ensure that all naming proposals conform with the principles outlined in the rules.
- 1.3. A naming proposal has been received from community lead, Mr Keith Walker to rename Police Road, Warrandyte in memory of the late Mr Ben Jones. Mr Jones was a well-known and active member of the Warrandyte community who dedicated his life to the service of others.
- 1.4. The proposal was submitted with letters of support from the local community and is endorsed by Mr Jones' family.

- 1.5. Police Street is a short street with only one property affected by the naming proposal, the Warrandyte Police Station (See Attachment 1). The naming proposal submitted to Council included a letter from Victoria Police in support of this request.

2. DISCUSSION / ISSUE

- 2.1 The naming proposal has been assessed against the general principles of the rules to ensure there is no ambiguity, confusion, error or discrimination caused. The relevant principles are:
 - Principle C – Linking the name to place
 - Principle D – Ensuring names are not duplicated
 - Principle E – Names must not be discriminatory
 - Principle G – Dual names
 - Principle H – Using commemorative names
 - Principle J – Language
 - Principle K – Direction names to be avoided
 - Principle L – Assigning extent to a road, feature or locality
- 2.2 To comply with the general principles, the proposed name of 'Ben Jones Way' has been modified to 'Jones Way'. The guidelines state that a commemorative name applied to a road should only use the surname of a person, not first or given names.
- 2.3 The naming proposal seeks to link the naming of the road to place by acknowledging the significant contribution of Mr Jones to the local Warrandyte community over more than 50 years.
- 2.4 Proposed names must not be duplicated. Duplicates are considered to be two or more names within close proximity, and those which are identical or have a similar spelling or pronunciation. Results from a VICNAMES search indicate the proposed name of Jones Way is not duplicated.
- 2.5 Consultation is a key component in the process of naming and renaming roads. As the naming authority, Council is required to consult the public on any naming proposal in accordance with the naming rules.
- 2.6 The naming proposal was advertised in the Manningham Leader on 2 October 2017 seeking feedback from the local community. Submissions closed on Friday, 3 November 2017.
- 2.7 Two people provided feedback on the proposal. The first seeking to register their support for the proposal and the second supporting the proposal but suggesting something other than 'way' be used as a descriptor for the road.
- 2.8 Having considered the feedback, it is recommended that the name 'Jones Way' be retained and put forward as the preferred name.
- 2.9 The naming proposal has also been circulated internally to relevant Council teams including property services, asset management and the mapping team. The teams were supportive of the naming proposal and no issues or impediments were identified.

- 2.10 If Council supports the naming proposal, it will be lodged with the Office of Geographic Names ('OGN') for consideration by the Registrar. If the Registrar deems the proposal conforms with the naming rules, the OGN gazettes the name in the Victoria Government Gazette and notifies the relevant stakeholders including the naming authority.
- 2.11 As the naming authority, Council will notify residents, ratepayers and businesses in the immediate community and arrange for signage to be updated.
- 2.12 The naming proposal also complies with Council's Road Naming Policy. Ordinarily requests to rename a road are managed under delegated authority, however due to an organisation realignment, the delegated position no longer exists. It is recommended that the Road Naming Policy be updated to change the delegate from 'Manager Strategic Governance' to 'Executive Manager People and Governance'.

3. IMPACTS AND IMPLICATIONS

This naming proposal has been initiated by the local Warrandyte community to provide fitting recognition for the contribution of the late Mr Ben Jones. As there is only one property affected by this proposal, the impact of this naming proposal is minimal.

4. IMPLEMENTATION

4.1 Finance / Resource Implications

Costs associated with implementing this proposal can be funded within existing resources.

4.2 Communication and Engagement

Consultation has been undertaken with the community regarding this proposal as outlined in 2.6 above.

4.3 Timelines

If Council supports this naming proposal, the matter will be referred to OGN for consideration by the Registrar. If endorsed by the Registrar, Council will have 30 days to update relevant signage and notify affected stakeholders.

5. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.




Naming Proposal

Road name change from Police Street to Jones Way, Warrandyte



Victoria Police Offices

14.4 Appointment of Authorised Officers - Planning and Environment Act 1987

File Number:	IN18/46
Responsible Director:	Chief Executive Officer
Attachments:	<ol style="list-style-type: none">1 Instrument of Appointment and Authorisation - Angelo Kourambas - 27 February 2018 ↓ 2 Instrument of Appointment and Authorisation - Niall Sheehy - 27 February 2018 ↓ 3 Instrument of Appointment and Authorisation - Jessica Thomas - 27 February 2018 ↓ 

EXECUTIVE SUMMARY

In accordance with the Planning and Environment Act 1987(the Act), Council is required to authorise officers for the purpose of enforcing the provisions of the Act. It is proposed to appoint three new Council officers as Authorised Officers pursuant to Section 147(4) of the Act.

1. RECOMMENDATION

In the exercise of the powers conferred by section 224 of the Local Government Act 1989 and the other legislation referred to in the attached instruments of appointment and authorisation, Council resolves that:

- A. the following Council officers be appointed and authorised as set out in the instruments shown in attachments 1-3:**
 - **Jessica Thomas – Town Planner**
 - **Niall Sheehy – Group Manager Approvals and Compliance**
 - **Angelo Kourambas – Director City Planning**
- B. the instruments will come into force immediately upon execution and will remain in force until Council determines to vary or revoke the Instrument or the officer ceases their employment with Council; and**
- C. the instruments be signed and sealed.**

2. BACKGROUND

- 2.1 The Planning and Environment Act 1987 (the Act) regulates enforcement of the Act and is reliant on authorised officers acting on behalf of the Responsible Authority which is Council.
- 2.2 The Act, unlike the Local Government Act 1989, does not permit appointments to be made by the Chief Executive Officer and therefore in order for the officer to legally undertake the duties of their position under the Act, it is necessary for Council to make appointments by formal resolution.

- 2.3 The Instruments of Appointment and Authorisation, shown at attachments 1-3, have been prepared based on advice from Maddocks Lawyers and empower the relevant officer to exercise those powers granted in the Instrument.
- 2.4 The appointment will come into force immediately upon its execution under the Seal of Council and will remain in force until varied or revoked by Council or the officer ceases employment with Council.
- 2.5 In addition to the appointment under the Act, Council pursuant to Section 224 of the Local Government Act 1989, may appoint any person other than a Councillor to be an authorised officer for the purposes of the administration and enforcement of most other Acts, Regulations or Local Laws which relate to the functions and powers of Council. This broader Instrument of Appointment and Authorisation has already been carried out, in respect to the designated officers, under the delegated authority of the Chief Executive Officer as the first part of a dual appointment process.
- 2.6 The appointment form will be recorded in the Authorised Officers Register that is required to be kept by Council and is available for public inspection.

3. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

**Instrument of Appointment and Authorisation
(Planning and Environment Act 1987)**

In this instrument "officer" means -

Angelo Kourambas, Director City Planning

By this instrument of appointment and authorisation Manningham City Council -

- 1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
- 2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against Acts and regulations described in this instrument.

It is declared that this instrument comes into force immediately upon its execution and remains in force until varied or revoked.

This instrument is authorised by a resolution of the Manningham City Council on 27 February 2018.

The Common Seal of)
Manningham City Council)
was hereunto affixed)
in the presence of:)

Mayor

Chief Executive Officer

Date:

**Instrument of Appointment and Authorisation
(Planning and Environment Act 1987)**

In this instrument "officer" means -

Niall Sheehy, Group Manager Approvals and Compliance

By this instrument of appointment and authorisation Manningham City Council -

- 1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
- 2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against Acts and regulations described in this instrument.

It is declared that this instrument comes into force immediately upon its execution and remains in force until varied or revoked.

This instrument is authorised by a resolution of the Manningham City Council on 27 February 2018.

The Common Seal of)
Manningham City Council)
was hereunto affixed)
in the presence of:)

Mayor

Chief Executive Officer

Date:

**Instrument of Appointment and Authorisation
(Planning and Environment Act 1987)**

In this instrument "officer" means -

Jessica Thomas, Statutory Planning

By this instrument of appointment and authorisation Manningham City Council -

- 1. under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and
- 2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings for offences against the Acts and regulations described in this instrument.

It is declared that this instrument comes into force immediately upon its execution and remains in force until varied or revoked.

This instrument is authorised by a resolution of the Manningham City Council on 27 February 2018.



The Common Seal of)
Manningham City Council)
was hereunto affixed)
in the presence of:)

Mayor

Chief Executive Officer

Date:

14.5 Record of Assembly of Councillors

File Number:	IN18/47
Responsible Director:	Chief Executive Officer
Attachments:	1 Record of Assembly of Councillors - Municipal Fire Management Planning Committee - 2 February 2018 ↓ 
	2 Record of Assembly of Councillors - Senior Citizens Reference Group - 14 February 2018 ↓ 

EXECUTIVE SUMMARY

Section 80A of the Local Government Act 1989 requires a record of each meeting that constitutes an Assembly of Councillors to be reported to an ordinary meeting of Council and those records are to be incorporated into the minutes of the Council Meeting.

1. RECOMMENDATION

That Council note the Records of Assemblies for the following meetings and that the records be incorporated into the minutes of this Council Meeting:

- **Municipal Fire Management Planning Committee – 2 February 2018**
- **Senior Citizens Reference Group – 14 February 2018**

2. BACKGROUND

2.1 An Assembly of Councillors is defined in the Local Government Act 1989 as a meeting of an advisory committee of the Council, if at least one councillor is present, or a planned or scheduled meeting of at least half of the Councillors and one member of the Council staff which considers matters that are intended or likely to be:-

2.1.1 The subject of a decision of the Council; or

2.1.2 Subject to the exercise of a function, duty or power of the Council that has been delegated to a person or committee but does not include a meeting of the Council, a special committee of the Council, an audit committee established under section 139, a club, association, peak body, political party or other organisation.

2.2 An advisory committee can be any committee or group appointed by council and does not necessarily have to have the term 'advisory committee' in its title.

2.3 Written records of Assemblies are to include the names of all Councillors and members of Council staff attending, a list of matters considered, any conflict of interest disclosures made by a Councillor and whether a Councillor who has disclosed a conflict of interest leaves

3. DISCUSSION / ISSUE

3.1 The Assembly records are submitted to Council, in accordance with the requirements of Section 80A of the Local Government Act 1989. The details of each of the following Assemblies are attached to this report.

- Municipal Fire Management Planning Committee – 2 February 2018
- Senior Citizens Reference Group – 14 February

4. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

Record of an Assembly of Councillors

Manningham City Council

Municipal Fire Management Planning Committee

Meeting Date: 2 February 2018
Venue: Council Chamber
Starting Time: 08:00am

1. **Councillors in Attendance**
Councillor Andrew Conlon – Mayor

Officers in Attendance
Jeff Young
Helen Napier
Samantha Bradley
Gavin Tyler
Esther Daniel

2. **Disclosure of any Conflict of Interest**

Nil

3. **Items Considered:**

- Fire Management Plan and Action Plan
- Victorian Fire Risk Register Update
- Warrandyte Emergency Sirens

Finishing Time: 10:00am

Record of an Assembly of Councillors

Manningham City Council

Senior Citizens Reference Group

Meeting Date: Wednesday 14 February 2018
Venue: Function Room 3, Civic Office, 699 Doncaster Rd, Doncaster
Starting Time: 9.30am to 11.00am

1. **Councillors Present:**

Councillor Anna Chen – Koonung Ward
Councillor Mike Zafiroopoulos AM – Koonung Ward

Officers Present:

Keri Kennealy, Aged and Disability Support Services
Catherine Walker, Aged and Disability Support Services

2. **Disclosure of Conflicts of Interest**

Nil.

3. **Items Considered**

- Health and Wellbeing Think Tank Sessions
- Manningham Grant writing session
- International Woman's Day Event, Thursday 08 March 2018
- Manningham Civic Awards 2018

4. **Club updates**

- All clubs present provided an update of activities

5. **Guest speakers**

Daan VanOrsouw, Freedom of Information / Privacy Officer, Manningham City Council.
Topic: Privacy for Not-for-profit groups.

Finishing time

The meeting ended at 11.00am

14.6 Documents for Sealing

File Number: IN18/45
Responsible Director: Chief Executive Officer
Attachments: Nil

EXECUTIVE SUMMARY

The following document is submitted for signing and sealing by Council.

1. RECOMMENDATION

That the following document be signed and sealed:

**Consent to Build Over an Easement
Agreement under Section 173 of the Planning and Environment Act 1987
Council and STM Construction and Development Pty Ltd
37 Morna Road, Doncaster East**

2. BACKGROUND

The Council's common seal must only be used on the authority of the Council or the Chief Executive Officer under delegation from the Council. An authorising Council resolution is required in relation to the documents listed in the Recommendation section of this report

3. DECLARATIONS OF CONFLICT OF INTEREST

No Officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

15 URGENT BUSINESS

16 COUNCILLORS' QUESTION TIME

17 CONFIDENTIAL REPORTS

There are no Confidential reports.