



# Ordinary Meeting of the Council

# MINUTES

<b>Date:</b>	<b>Tuesday, 29 August 2017</b>
<b>Time:</b>	<b>7:00pm</b>
<b>Location:</b>	<b>Council Chamber, Civic Centre 699 Doncaster Road, Doncaster</b>

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**MANNINGHAM CITY COUNCIL  
MINUTES OF THE ORDINARY MEETING OF THE COUNCIL  
HELD ON 29 AUGUST 2017 AT 7:00PM  
IN COUNCIL CHAMBER, CIVIC CENTRE  
699 DONCASTER ROAD, DONCASTER**

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The meeting commenced at 7:00pm.

**PRESENT:**

- Mayor Michelle Kleinert (Mayor)**
- Councillor Mike Zafiroopoulos (Deputy Mayor)**
- Councillor Anna Chen**
- Councillor Andrew Conlon**
- Councillor Sophy Galbally**
- Councillor Geoff Gough**
- Councillor Dot Haynes**
- Councillor Paul McLeish**
- Councillor Paula Piccinini**

**OFFICERS PRESENT:**

- Chief Executive Officer, Mr Warwick Winn**
- Acting Director Assets & Engineering, Mr Nando Castauro**
- Director Planning & Environment, Ms Teresa Dominik**
- Director Community Programs, Mr Chris Potter**
- Director Shared Services, Mr Philip Lee**
- Executive Manager People & Governance, Ms Jill Colson**

**1 OPENING PRAYER AND STATEMENTS OF  
ACKNOWLEDGEMENT**

The Mayor read the Opening Prayer & Statements of Acknowledgement.

**2 APOLOGIES AND REQUESTS FOR LEAVE OF ABSENCE**

There were no apologies.

**3 PRIOR NOTIFICATION OF CONFLICT OF INTEREST**

The Chairman asked if there were any written disclosures of a conflict of interest submitted prior to the meeting and invited Councillors to disclose any conflict of interest in any item listed on the Council Agenda.

There were no disclosures made.

#### 4 CONFIRMATION OF MINUTES

**COUNCIL RESOLUTION**

**MOVED:** CR MIKE ZAFIROPOULOS  
**SECONDED:** CR ANNA CHEN

That the Minutes of Ordinary Meeting of the Council held on 25 July 2017 be confirmed.

**CARRIED**

#### 5 VERBAL QUESTIONS FROM THE PUBLIC

There were no questions from the public.

#### 6 PRESENTATIONS

There were no Presentations.

#### 7 PETITIONS

##### 7.1 Petition – Carlton Court Walkway, Templestowe (Heide Ward)

**MOVED:** CR GEOFF GOUGH  
**SECONDED:** CR PAULA PICCININI

That the petition with 30 supporters requesting Council to cease work currently underway in the Carlton Court Walkway, Templestowe to consult with the community be received and referred to the appropriate Officer for consideration





**CARRIED**

#### 8 ADMISSION OF URGENT BUSINESS

There were no items of Urgent Business.

## 9 PLANNING PERMIT APPLICATIONS

### 9.1 Planning Application PL16/026951 at 27 & 29 Serpells Road, Templestowe for the construction of a three storey apartment building comprising thirty (30) dwellings above basement and sub-basement car parking

File Number:	IN17/443
Responsible Director:	Director Planning and Environment
Applicant:	Ratio Planning Consultants Pty Ltd
Planning Controls:	General Residential Zone, Schedule 2 and Design and Development Overlay, Schedule 8
Ward:	Heide
Attachments:	1 Advertised/Decision Plans  
	2 Legislative Requirements  

#### EXECUTIVE SUMMARY

##### Purpose

1. This report provides Council with an assessment of the planning permit application submitted for land at 27 and 29 Serpells Road, Templestowe and recommends refusal of the submitted proposal. The application is being reported to Council given that it is a Major Application (more than 15 dwellings and an estimated development cost of more than \$5 million).

##### Proposal

2. The proposal is for the development of a three (3) storey apartment building with two (2) basement levels across 27 and 29 Serpells Road, Templestowe. The site is 2,164.9 square metres. The building provides thirty (30) 1 bedroom and 3 bedroom dwellings over four levels and sixty-four (64) car parking spaces within the basement levels. The proposal has a maximum height of 11 metres, a site coverage of 60 percent and site permeability of 20 percent.

##### Key issues in considering the application

3. The key issues for Council in considering the proposal relate to:
  - (a) Policy (consistency with state and local planning policy);
  - (b) Compliance with built form and urban design policies;
  - (c) Parking, access and traffic parking;
  - (d) Compliance with Clause 55 (Rescode); and
  - (e) Objector concerns.

##### Objector concerns

4. Twenty-four (24) objections have been received for the application, raising issues which are summarised as follows:

- (a) Construction impacts;
- (b) Land use;
- (c) Infrastructure;
- (d) Environmentally sustainable design initiatives;
- (e) Neighbourhood character;
- (f) Property values;
- (g) Off-site amenity impacts;
- (h) On-site amenity impacts;
- (i) Overdevelopment;
- (j) Traffic and car parking; and
- (k) Strategic issues.

### **Assessment**

5. In principle, the proposed development of the land for a three-storey apartment building is suitable for the site and location. While the submitted proposal is not supported, it is considered that a similar development proposal could be designed to achieve the relevant State and Local Policies, design objectives of the Design and Development Overlay, Schedule 8 (DDO8) and objectives of Clause 55 Two or More Dwellings on a Lot and Residential Buildings of the Manningham Planning Scheme.
6. The submitted proposal fails to comply with specific elements of the preferred neighbourhood character outcomes established by the DDO8. These include an inadequate street setback, lack of sufficient visual interest, lack of an appropriate step down and transition to adjoining properties, lack of recessing of upper levels, the use of dominant design features, excessive application of screening devices, an inadequate rear setback and excessive front fencing. Subsequently, the submitted development does not meet the preferred neighbourhood character.
7. The proposal does not comply with several objectives of Clause 55 Two or More Dwellings on a Lot and Residential Buildings. These include Clause 55.02-1 Neighborhood Character, Clause 55.02-5 Integration with the Street, Clause 55.03-1 Street Setback, Clause 55.04-1 Side and Rear Setbacks, Clause 55.04-5 Overshadowing Open Space, Clause 55.04-7 Internal Views, Clause 55.06-1 Design Detail or Clause 55.06-2 Front Fence. Subsequently, the development does not contribute towards the preferred neighbourhood character, provide for reasonable standards of amenity for existing dwellings or appropriately respond to the site and neighbourhood character.

### **Conclusion**

8. The report concludes that the proposal does not comply with the design objectives of the DDO8 or meet many of the relevant objectives of Clause 55 Two or More Dwellings on a Lot and Residential Buildings of the Manningham Planning Scheme.
9. It is recommended that the application be refused.

**COUNCIL RESOLUTION**

**MOVED: CR GEOFF GOUGH**  
**SECONDED: CR PAULA PICCININI**

**That Council:**

- A. Having considered the proposal and all objections, issue a NOTICE OF DECISION TO REFUSE TO GRANT A PERMIT for planning application PL16/026951 for the construction of a three storey apartment building comprising thirty (30) dwellings above basement car parking, for the following reasons:**
- 1. The proposed front setback does not respect the preferred neighbourhood character for Residential Precinct 2 (Design and Development Overlay, Schedule 8) and will have an unreasonable visual impact to the street, failing to meet the objective of Clause 55.03-1 Street Setback of the Manningham Planning Scheme.**
  - 2. The proposed building design provides insufficient visual relief to the streetscape and inappropriate visual interest to the side elevations, failing to integrate all design features within the overall design of the building and has not been designed to avoid the excessive application of screen devices, contrary to the preferred neighbourhood character outcomes for Residential Precinct 2 (Design and Development Overlay, Schedule 8) and the objective of Clause 55.06-1 Design Detail of the Manningham Planning Scheme.**
  - 3. Relative to the side and rear boundaries, the proposed development does not provide for appropriate setbacks or an appropriate step down and built form transition, failing to comply with the preferred neighbourhood character outcomes for Residential Precinct 2 (Design and Development Overlay, Schedule 8) and failing to limit impacts to the amenity of existing dwellings, contrary to the objective of Clause 55.04-1 Side and Rear Setbacks of the Manningham Planning Scheme.**
  - 4. The upper level of the proposed building is unduly bulky and visually intrusive and does not provide for an adequate reduction in footprint, failing to comply with the preferred neighbourhood character outcomes for Residential Precinct 2 (Design and Development Overlay, Schedule 8) and failing to limit impacts to the amenity of existing dwellings, contrary to the objective of Clause 55.04-1 Side and Rear Setbacks of the Manningham Planning Scheme.**
  - 5. The proposed 1.7 metre high front fence in an opaque material will appear as visual bulky to the street and compromises the streetscape integration of the development, failing to comply with the preferred neighbourhood character outcomes for Residential Precinct 2 (Design and Development Overlay, Schedule 8) and the objectives of Clause 55.02-5 Integration with the Street and Clause 55.06-2 Front Fence of the Manningham Planning Scheme.**



6. **The proposed design response does not meet the preferred neighbourhood character and is inappropriate for the site context, failing to respond to the features of the site and surrounding area or meet the objectives of Clause 55.02-1 Neighbourhood Character of the Manningham Planning Scheme.**
7. **The proposed building will significantly overshadow the secluded private open space area of the existing dwelling at 4/31-33 Serpells Road, Templestowe (adjoining to the east), failing to meet the objective of Clause 55.04-5 Overshadowing Open Space of the Manningham Planning Scheme.**

**CARRIED**

## **2. BACKGROUND**

- 2.1 The application was received by Council on 12 December 2016.
- 2.2 A request for further information letter was sent on 6 January 2017. This letter included preliminary concerns relating to the built form, transitioning to adjoining properties, landscaping, off-site amenity impacts and the functionality of the basement.
- 2.3 The proposal was presented to the Sustainable Design Taskforce meeting on 23 February 2017, at which the predominant issues raised related to the interfaces to adjoining properties and zones.
- 2.4 All further information was received by Council on 26 May 2017.
- 2.5 The applicant was advised in an email dated 5 June 2017 that a number of the preliminary concerns raised in the 6 January 2017 letter were outstanding.
- 2.6 The application was advertised on 7 June 2017.
- 2.7 The statutory time for considering a planning application is 60 days, which lapsed on 16 August 2017.

## **3. THE SITE AND SURROUNDS**

### **The Site**

- 3.1 The site comprises two (2) sites fronting Serpells Road; Lot 3, located on the eastern side (29 Serpells Road) and Lot 4 located on the western side (27 Serpells Road). The site is located approximately 30 metres from the Serpells Road and Williamsons Road intersection.
- 3.2 Together the lots form a rectangular shaped site, with an angled front boundary to Serpells Road.
- 3.3 The site has a street frontage of 43.4 metres, a maximum depth of 58.64 metres on the eastern boundary and an area of approximately 2,164.9 square metres.

- 3.4 The site slopes down from the frontage (south to north), 2.98 metres along the western boundary and 4.6 metres along the eastern boundary. The site has a more gentle slope down along the frontage (southern boundary) of 0.92 metres from east to west.
- 3.5 A 1.83 metre wide drainage and sewerage easement is located along the rear (northern) boundary. Conditional approval was granted by Council on 16 February 2017 to remove/vary this easement (Planning Permit PL16/026669).
- 3.6 The eastern lot (29 Serpells Road) is currently developed with a single-storey brick and weatherboard dwelling and the western lot (27 Serpells Road) is currently developed with a single-storey weatherboard dwelling. Both lots have large secluded private open space areas to the rear and are accessed via gravel crossovers from Serpells Road.
- 3.7 Neither land title is constrained by encumbrances, caveats or other notices.

### The Surrounds

- 3.8 The immediate neighbourhood features a mixed residential character, with Serpells Road serving as an interface between the medium-density and low density residential areas of Templestowe.
- 3.9 The northern side of Serpells Road, between Williamsons Road and Foote Street, falling within the General Residential Zone, is developed with a mixture of traditional single and double-storey housing on conventional lots and more recent multi-dwelling, townhouse style development.
- 3.10 The southern side of Serpells Road, on the Williamsons Road side, falls within the Low Density Residential Zone, featuring a low density residential character consisting of single dwellings on larger lots, whilst the Foote Street side falls within the General Residential Zone and contains a mixture of traditional single and double-storey housing on conventional lots.
- 3.11 The site directly abuts eight (8) properties as follows:

Direction	Address	Description
East	Units 1 and 4, 31-33 Serpells Road, Templestowe	These lots form part of a four unit development and are each developed with a two-storey brick townhouse. Both lots contain walls that are built to the common boundary and have secluded private open space areas to the northern and western sides that adjoin the common boundary. Unit 1 is setback approximately 6 metres from the Serpells road boundary (south). A common property accessway that runs through the centre of the development provides access from Serpells Road to all four lots.

East	Units 2, 237 Williamsons Road, Templestowe	This lot forms part of a two unit development and is developed with a two-storey brick townhouse. The dwelling is setback approximately 2.6 metres from the common boundary at the closest point with secluded private open space on the northern and western side of the dwelling, adjoining the common boundary. A common property accessway that runs along the northern side of the development provides access from Williamsons Road for both lots.
West	25 and 25A Serpells Road, Templestowe	These lots form part of a two unit development in a tandem, battle-axe arrangement, each developed with a single-storey brick dwelling. 25A contains a wall built to the common boundary and has secluded private open space on the northern and eastern side of the dwelling, adjoining the common boundary. 25 is setback approximately 6.5 metres from common boundary at the closest point with a secluded private open space on the eastern side of the dwelling, adjoining the common boundary. 25A is setback approximately 5.5 metres from the Serpells Road boundary (south). Both lots are serviced by individual crossovers and accessways from Serpells Road.
North	Unit 2, 3 and 4, 239 Williamsons Road, Templestowe	These lots form part of a four unit development and are each developed with a single-storey brick townhouse. Unit 2 and 3 contain walls that are built to the common boundary with secluded private open space on the southern side of the dwelling, abutting the common boundary. Unit 4 is setback approximately 3 metres from the common boundary at the closest point, with secluded private open space on the southern and western sides of the dwelling, abutting the common boundary. A common property accessway that runs along the northern side of the development provides access from Williamsons Road for all four lots.

- 3.12 The site is located approximately 400 metres to the south-east of the *Templestowe Village* neighbourhood activity centre and 2.3 kilometres north of the *Doncaster Hill* principal activity centre.
- 3.13 The primary arterial roads servicing the immediately surrounding area are Williamsons Road and Foote Street/Reynolds Road. The nearest bus stop is located on Williamsons Road, approximately 90 metres 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 a three-storey building providing thirty dwellings over two levels of car parking (basement and sub-basement level).

##### Submitted Plans and Documents

4.2 The proposal is outlined on the plans prepared by *Kavallaris Urban Design*, project number 15-019, revision 1, dated 30 March 2017 (received by Council on 5 May 2017). Refer to attachment 1.

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

- Town Planning Report (*Ratio Planning Consultants*, dated December 2016);
- Traffic Report (*Salt<sup>3</sup>*, dated 7 December 2016);
- Waste Management Plan (*Salt<sup>3</sup>*, dated 7 December 2016);
- Sustainable Design Assessment (*Enrate (Aust)*, dated 30 November 2016);
- Arboricultural Report (*John Patrick*, dated June 2016).
- Landscape Plan (*John Patrick*, dated November 2016)

##### Development Summary

4.4 A summary of the development is provided as follows:

Land Size:	2,164.9m <sup>2</sup>	Maximum Building Height:	10.998m
Site Coverage:	60%	Street setback to Serpells Road (south)	Basement 2 – 6m Basement 1 – 6m Ground floor – 4.3m First floor – 4.3m Second floor – 4.3m
Permeability:	20%	Setback to northern boundary	Basement 2 – 3.9m Basement 1/Lower ground floor – 3.51m Ground floor – 3.99m First floor – 4.54m Second floor – 8.95m
Number of Dwellings:	30	Setback to eastern boundary	Basement 2 – 1.82m Basement 1/Lower ground floor – 1.82m Ground floor – 1.09m First floor – 3.26m Second floor – 4.56m
• 1 bedroom:	3	Setback to western boundary	Basement 2 – 1.17m Basement 1/Lower ground floor – 1.05m Ground floor – 2.99m First floor – 2.86m Second floor – 6.88m

• 2 bedrooms: 16	Resident spaces: 58
• 3+ bedrooms: 11	Visitor spaces: 6
Density: One dwelling per 72.17m <sup>2</sup>	

### Development Layout

- 4.5 The lower ground floor/basement 1 level contains four (4) dwellings (B.01 to B.04), consisting of two, three-bedroom dwellings and two, two-bedroom dwellings. These dwellings are provided with ground level secluded private open space to the northern side. All dwellings at this level are provided with one living area and no habitable rooms rely on borrowed light.
- 4.6 The ground floor level contains eleven (11) dwellings (0.01 to 0.11), consisting of two, one-bedroom dwellings, seven, two-bedroom dwellings and two, three-bedroom dwellings. The three (3) dwellings on the southern side of the building are provided with ground level secluded private open space within the front setback, whilst the remaining dwellings on this level are provided with balcony or alfresco secluded private open space on their respective interfaces. All dwellings at this level are provided with one living area and no habitable rooms rely on borrowed light.
- 4.7 The first floor level contains eleven (11) dwellings (1.01 to 1.11), consisting of one, one-bedroom dwelling, seven, two-bedroom dwellings and three, three-bedroom dwellings. All dwellings on this level are provided with secluded private open space balconies on their respective interfaces. All dwellings at this level are provided with one living area and no habitable rooms rely on borrowed light.
- 4.8 The second floor level contains four (4) dwellings (2.01 to 2.04), each with three bedrooms. All dwellings at this level feature a single living area with multiple aspects and are provided with large balcony terrace areas on their respective interfaces. Two bedrooms at this level rely on light from internal light courts.
- 4.9 A substation is proposed adjacent to the south-eastern corner of the site.

### Vehicle and Pedestrian Access

- 4.10 The existing gravel crossover on the western side of the frontage is proposed to be widened to 5.5 metres, leading to a 5.69 metre wide accessway along the western boundary down to the basement and sub-basement level car parking.
- 4.11 The basement includes sixty-four (64) car parking spaces across two levels, including six (6) visitor car parking spaces located at the first basement level. The basement includes twenty-four (24) car parking spaces in a tandem arrangement.
- 4.12 A total of thirty (30) communal (resident and visitor) bicycle spaces are provided with the basement levels.
- 4.13 Twenty-nine (29) individual storage spaces of between 6.1 cubic metres and 24 cubic metres are provided within the basement levels. A common waste storage area of 33 square metres is provided within the first basement level.

- 4.14 The building is serviced by a central lift and stairwell that services all levels, including the basement levels. Centrally located lobbies and corridors provide access from the lift and stairwell at each level, with access to ground floor level lobby provided from the street via a shared pedestrian pathway. The dwellings orientated towards the street (0.01 to 0.03) are also provided with individual pedestrian entry pathways.

### Earthworks

- 4.15 The basement levels require earthworks with a maximum cut depth of approximately 5.9 metres.
- 4.16 Earthworks are required on the eastern and western sides of the building to create levelled areas around the lower ground floor level dwellings. These earthworks have a maximum cut depth of 1.93 metres and are proposed to be managed by a single retaining wall on each side of the building. Some nominal batter slopes also appear to be required on the northern side of the building.

### Landscaping

- 4.17 No existing trees will be retained within the site.
- 4.18 New canopy trees are proposed within all ground level secluded private open space areas. Screen planting is generally proposed along the northern, eastern and western boundaries for the length of the building and accessway.
- 4.19 Small landscaping strips are provided between the front fences and title boundary in some locations.

### Design Detail

- 4.20 The proposed building features a contemporary architectural design, incorporating a flat roof and articulated façade presentation on all sides. The facades utilise a range of contemporary building materials, finishes and colours, making use of different cladding finishes. Louvre screens and obscure glazing is proposed to satisfy screening requirements.
- 4.21 A 1.7 metre high front fence of stackbond brown brick cladding is proposed along majority of the front (southern) boundary, bounding the secluded private open space areas of the street level dwellings (0.01 to 0.03). These fences are setback between 0.39 metres and 1.2 metres from the front boundary.

## 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 32.08-6 (**General Residential Zone**), a permit is required to construct two or more dwellings on a lot.
  - Clause 32.08-6 (**General Residential Zone**), 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 and exceeds the maximum height specified in Clause 55.06-2.

- 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.

## 6. REFERRALS

### External

6.1 There are no external determining or recommending referral authorities.

### Internal

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

Service Unit	Comments
Engineering & Technical Services Unit – Accessways	<ul style="list-style-type: none"> <li>• The driveway(s) is at least 3m wide and complies with Design Standard 1: Accessways of Clause 52.06-9 and are satisfactory.</li> <li>• 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.</li> <li>• 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.</li> <li>• Accessway sightlines at the site's frontage are obstructed or not defined for the driveway to the basement and is not satisfactory.</li> <li>• Driveway gradients comply with Design Standard 3: Gradients of Clause 52.06-9 and are satisfactory.</li> </ul>
Engineering & Technical Services Unit – Footpath and Crossovers	<ul style="list-style-type: none"> <li>• The vehicle crossover is satisfactorily located.</li> <li>• Redundant crossovers are to be removed and the nature strip, kerb and footpath in front of the site reinstated.</li> <li>• A kerb and channel and footpath is to be provided and to connect to the existing in front of 31 Serpells Road.</li> </ul>
Engineering & Technical Services Unit – Construction Management	<ul style="list-style-type: none"> <li>• A <i>Construction Management Plan</i> is required</li> </ul>

Service Unit	Comments
Engineering & Technical Services Unit – Drainage	<ul style="list-style-type: none"> <li>• There is no point of discharge available for the site. An outfall drainage system is required (to the rear of 237 Williamsons Road and to the Grated Side Entry Pit just in front of 239 Williamsons Road).</li> <li>• An on-site storm water detention system is required.</li> </ul>
Engineering & Technical Services Unit – Flooding	<ul style="list-style-type: none"> <li>• The property is not subject to inundation.</li> </ul>
Engineering & Technical Services Unit – Easement	<ul style="list-style-type: none"> <li>• An easement burdens the site. <i>Build Over Easement</i> approval is not required as no buildings or works are proposed within the easements.</li> </ul>
Engineering & Technical Services Unit – Parking Provisions and Traffic Impacts	<ul style="list-style-type: none"> <li>• The number of car parking spaces is provided in accordance with Clause 52.06-5 and are satisfactory.</li> <li>• The dimensions of the garages, carport and uncovered parking spaces comply with Design Standard 2 in Clause 52.06-9 and are satisfactory.</li> <li>• All tandem spaces are required to be clarified as being allocated to the same dwelling.</li> <li>• The car park layout is satisfactory.</li> </ul>
Engineering & Technical Services Unit – Waste Management	<ul style="list-style-type: none"> <li>• Council agrees that a private waste collection contractor will be required to undertake waste collection from the development.</li> <li>• Collections by a private waste contractor need to occur from within the property basement.</li> <li>• The developer will need to ensure that a private waste collection vehicle will have a minimum 2.5m overhead height clearance to ensure that an orderly collection can occur.</li> <li>• No private waste contractor bins can be left outside the property boundary for any reason.</li> <li>• Prior to the issue of the Permit:             <ol style="list-style-type: none"> <li>a) Two copies of a Waste Management Plan must be submitted (which adhere to the draft Waste Management Plan prepared by Salt 3, dated 7 December 2016) and approved to the satisfaction of the Responsible Authority. When approved the Waste Management Plan will form part of the permit.</li> <li>b) The developer is required to show the exact location a private waste collection vehicle will stop and undertake waste collection from within the basement and ensure that a minimum 2.5m overhead height clearance is provided at this point to ensure that an orderly collection can occur.</li> </ol> </li> </ul>



Service Unit	Comments
	<ul style="list-style-type: none"> <li>No private waste contractor bins can be left outside the development boundary or left unattended at any time on any street frontage for any reason.</li> </ul>
City Strategy – Urban Design	<ul style="list-style-type: none"> <li>Assessing the impact that this development might have on streetscape character is a challenging task given the location of this site and low density residential abuttal.</li> <li>The proposed apartment building is a ‘boxy’ design when viewed from the street and presents featureless sheer walls to the east and west. The prominent extruded frame elements applied to the first floor of south-facing apartments add to the ‘boxy’ appearance of this development, and the sheer wall proposed on the south-west corner of the building will be particularly visible given its location on the driveway.</li> <li>The front setbacks have been staggered in an effort to provide visual interest and break down building mass, however physical breaks are required along this elevation (possibly between balconies and / or expressed in the roofline) to assist with breaking down the visual and physical bulk of the development.</li> <li>Some building elements protrude into the required 6 metre street setback and restrict opportunity for landscaping.</li> <li>Additional building stepping is required to provide an appropriate transition of scale to the properties to the north.</li> <li>The building has been improperly designed with respect to avoiding excessive application of screening devices.</li> <li>The proposed solid front fence should be replaced with something that has transparency. Allowing views into the landscaped frontage of the development will assist with softening the development and better integrating it with the Serpells Road streetscape.</li> </ul>

## 7. CONSULTATION / NOTIFICATION

7.1 Notice of the application was given over a three-week period, concluding on 28 June 2017, by sending letters to the owners and occupiers of nearby properties and displaying one (1) large sign on the frontage of each lot in accordance with the Act.

7.2 To date, twenty-four (24) objections were received, from the following properties:

- 6 Serpells Road, Templestowe;
- 13 Serpells Road, Templestowe;
- 14-16 Serpells Road, Templestowe;
- 19 Serpells Road, Templestowe (three objections received from this property);
- 22-24 Serpells Road, Templestowe;
- 25 Serpells Road, Templestowe;
- 25A Serpells Road, Templestowe (two objections received from this property);
- 30-34 Serpells Road, Templestowe;
- 4/31-33 Serpells Road, Templestowe;
- 36-38 Serpells Road, Templestowe (two objections received from this property);
- 1/237 Williamsons Road, Templestowe;
- 1/239 Williamsons Road, Templestowe;
- 2/239 Williamsons Road, Templestowe;
- 3/239 Williamsons Road, Templestowe;
- 4/239 Williamsons Road, Templestowe;
- 3 June Crescent, Templestowe;
- 2/13 June Crescent, Templestowe;
- 3/19 June Crescent, Templestowe;
- 25 June Crescent, Templestowe;
- 27 June Crescent, Templestowe.

7.3 The grounds of objection can be summarised as follows:

- Construction impacts, including dust, noise, vibration and construction vehicles parking on and utilising roads;
- Impacts from additional residents, including increased crime;
- Inadequate infrastructure to handle development density increases, including lack of footpaths, lack of road gutters, no space for Council waste collection, overloading of existing drainage and lack of public transport options;
- Insufficient environmentally sustainable design initiatives;
- Lack of reflection of the existing neighbourhood character in scale and development type and architectural form;
- Loss of surrounding property values;
- Off-site amenity impacts, including visual bulk, loss of sunlight, loss of solar access, loss of privacy, noise impacts and reduction in safety;
- On-site amenity, including limited options for movement, small room sizes, limited solar access, limited storage areas and lack of security;

- Overdevelopment of the land in both density and site coverage, with regard to both the size of the site and the existing development character, including lack of space for vegetation and lack of compliance with garden area requirements;
  - Traffic and car parking impacts, including inadequate on-site car parking spaces, additional on-street car parking, additional traffic to local streets, additional traffic to main roads and congestion for emergency services;
  - Wider strategic issues, including inadequate transition to the adjoining Low Density Residential Zone and improper application of the Design and Development Overlay, Schedule 8.
- 7.4 A response to the grounds of objection are included in the assessment from sections 8.26 to 8.45 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 between Atkinson Street (north), Williamsons Road (east), Serpells Road (south) and Anderson Street (west) 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. This higher density outcome is 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.

- 8.5 The subject site and the properties to the north (along Williamsons Road and Foote Street) fall within Sub-Precinct A, whilst the properties to the west (along Serpells Road and June Crescent) are within Sub-Precinct B. The subject sites are notable as being the only properties within the immediately surrounding area that fall within Sub-Precinct A and do not have a frontage to either a main road or commercial area.
- 8.6 Dependant on the land size, Sub-Precinct A encourages either two-storey townhouse style development or three-storey apartment style development. The subject sites achieve the minimum area of 1,800 square metres and therefore three-storey, apartment style development is the encouraged form of development.
- 8.7 Considering the above, there is a high level of strategic and policy justification for a three-storey apartment style development on the land. The lack of frontage to a main road should not discount the site for the preferred apartment style of 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 to services, including the close proximity to Williamsons Road. Subsequently, at a broad level, the proposal to develop the land for a three-storey apartment building is acceptable and complies with the relevant state and local planning policies.
- 8.8 Whilst the overarching form of the development is acceptable, the proposal does not comply with the high level policies of Clause 21.05 that guide the preferred development outcomes. Clause 21.05 specifies that development in Residential 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.*
- 8.9 The proposed development fails to *provide visual interest and make a positive contribution to the streetscape, provide a graduated building line from side and rear boundaries and minimise adverse amenity impacts on adjoining properties.* These are addressed in greater detail under the following Design, Built Form and Landscaping Assessment (sections 8.10 to 8.11).

### **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><b>Maximum building height</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul> <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><b>Met.</b></p> <p>The subject sites achieve the minimum land size of 1,800 square metres, resulting in an applicable mandatory maximum building height of 11 metres.</p> <p>The building, not including any roof mounted building services, has a maximum height of 10.998 metres.</p>
<p><b>Street setback</b></p> <ul style="list-style-type: none"> <li>Minimum front street setback is the distance specified in Clause 55.03-1 or 6 metres, whichever is the lesser.</li> </ul> <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><b>Not met.</b></p> <p>Whilst the front walls of the building are generally setback 6 metres from the front boundary, reflective of the front boundary alignment, several building elements protrude within the required 6 metre street setback, including balconies, party walls and roof covers at all three levels. These elements are particularly prominent at the first floor level, forming a framing feature around the entirety of the façade presentation of the building that defines the first floor level and emphasises the street facing balconies. Despite some staggering caused by the varied street setback, there is no physical breaks in this element which extends along the full width of the building.</p> <p>The street setback to the front building walls and these protruding elements does not remain consistent across the entirety of the frontage, diminishing to a minimum of approximately 4.2 metres on the western side. It is further noted that at this point of the minimum setback, the building will present as predominantly three-storey and includes sheer walls (western side).</p>

Design Element	Met/Not Met
	<p>The protrusion of the first floor balconies for the entire width of the building does not comply with the street setback requirements, presenting an unreasonable encroachment to the preferred street setback distance with little visual relief. The minimal street setback to the south-western corner of the building is particularly problematic, presenting a significant level of building bulk to the streetscape on the western side with minimal opportunity to provide landscaping relief given the location of the driveway. The subsequent prominence of this element exacerbates the visual bulk of the first floor level and results in a continuous building line when viewed from the street, contrary to the relevant design objectives of the DDO8.</p>
<p><b>Form</b></p> <ul style="list-style-type: none"> <li>• Ensure that the site area covered by buildings does not exceed 60 percent.</li> </ul>	<p><b>Met.</b></p> <p>The site coverage is 60 percent.</p>
<ul style="list-style-type: none"> <li>• Provide visual interest through articulation, glazing and variation in materials and textures.</li> </ul>	<p><b>Not met.</b></p> <p>The building fails to provide for sufficient levels of visual interest to sections of the side elevations.</p> <p>The northern and southern ends of the eastern and western elevations both present two-storey sheer walls with a consistent blue stone cladding finish applied at both levels. Further, these sections of the development contain minimal glazing or other examples of articulation.</p> <p>These elevations will be visible from the streetscape and adjoining secluded private open space areas, presenting an unduly bulky interface that is lacking in sufficient levels of visual interest.</p>
<ul style="list-style-type: none"> <li>• Minimise buildings on boundaries to create spacing between developments.</li> </ul>	<p><b>Met.</b></p> <p>The development includes no walls on boundaries.</p>
<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p><b>Not met.</b></p> <p>This provision elaborates on the design objective that <i>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.</i></p>

Design Element	Met/Not Met
	<p>Accounting for these two provisions, the development should provide for stepping to the rear of the site, on the northern side and to the interface to Sub-Precinct B on the western side.</p> <p>The building is not appropriately stepped down at the rear of the site to provide a transition to the adjoining properties to the north. Whilst it is acknowledged that the adjoining land to the north also falls within Sub-Precinct A, some consideration must be given to the existing single-storey town-house development on the land, including the location of the secluded private open space areas. The scale of the building at the rear, which extends nearly the full width of the site, maintains the three storey interface and has nominal rear setbacks, including minimums of 3.5 metres at the ground floor level, 3.99 metres at the first floor level and 4.52 metres at the second floor level (which do not comply with the side and rear setback standards), fails to provide for a sufficient transition and presents a bulky interface to the adjoining properties to the north.</p> <p>The building is not appropriately stepped down to the western side to provide a transition to the adjoining properties to the west. At the northern end of the western elevation, the nominal recessing of the first and second floors above the projected basement (which fail to comply with the side and rear setback standards at the second floor level) result in a three-storey sheer wall presentation that will present at an unreasonable bulk and scale to the adjoining properties to the west. The aforementioned lack of visual interest to this section of the western elevation further exacerbates the visual intrusiveness of this interface.</p>
<ul style="list-style-type: none"> <li>Where appropriate, ensure that buildings are designed to step with the slope of the land.</li> </ul>	<p><b>Met.</b></p> <p>The development generally reflects the natural topography of the land, utilising some excavation to provide at grade dwellings on the northern and southern sides and an overall construction height that generally follows the fall of the land.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> <li>Avoid reliance on below ground light courts for any habitable rooms.</li> </ul>	<p><b>Not met.</b> At the basement 1/lower ground floor level, Dwelling B.04's east-facing bedroom windows and Dwelling B.01's west-facing windows are located below natural ground level. These windows will receive limited solar access, sited to face high retaining walls.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not applicable.</b></p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not met.</b> For the benefit of this assessment, the upper level elements are treated as, on the southern side of the building, the first floor level and, on the northern side of the building, the second floor level given the slope of the land.</p> <p>The upper level elements at both the southern and northern sides of the building do not provide for an appropriate reduction in form, presenting near identical building footprints to the levels below with minimal variation in setbacks between levels. Numerically, when accounting for the balconies, the upper levels do not achieve the preferred 25 percent reduction. Sufficient levels of visual interest have not been provided to offset this non-compliance.</p> <p>Subsequently, the upper levels are unduly bulky and visually intrusive to all elevations when taking into account the preferred neighbourhood character.</p>
<ul style="list-style-type: none"> <li>Integrate porticos and other design features with the overall design of the building and not include imposing design features such as double storey porticos.</li> </ul>	<p><b>Not Met.</b> The design element that frames the first floor level balconies on the façade of the building, which conclude with solid walls on both sides, is an imposing design feature within the streetscape presentation of the building. The balconies, due to these excessive framing elements, have not been integrated within the built form of the building, with the framing elements exacerbating the prominence and bulk of the first floor level and resulting in a 'boxy' presentation to the street.</p>



Design Element	Met/Not Met
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> The basement levels are cut suitably into the slope of the land and all finished floor levels are appropriately sited, resulting in no unreasonable basement or finished floor level projections. All retaining walls have been appropriately sited to manage the required earthworks.</p>
<ul style="list-style-type: none"> <li>Be designed to minimise overlooking and avoid the excessive application of screen devices.</li> </ul>	<p><b>Not met.</b> Other than the second floor, west-facing windows, nearly all upper level habitable room windows within the development require screening to limit overlooking in accordance with the requirements of Clause 55.04-6 Overlooking. This is a direct result of the nominal setbacks provided to the sensitive interfaces of adjoining properties, demonstrating poor site responsiveness.</p> <p>The building has therefore not been reasonably designed to avoid the excessive application of screening devices to minimise overlooking.</p> <p>The need for extensive screening application will compromise internal amenity of residents. Further, the use of external screens to satisfy the screening requirements of Clause 55.04-6 will result in increased visual bulk to these sensitive interfaces.</p>
<ul style="list-style-type: none"> <li>Ensure design solutions respect the principle of equitable access at the main entry of any building for people of all motilities.</li> </ul>	<p><b>Met.</b> The main lobby entry to the building is located at the ground floor level and provides access to the central lift which services all levels of the dwelling, including the basement.</p>
<ul style="list-style-type: none"> <li>Ensure that projections of basement car parking above natural ground level do not result in excessive building height as viewed by neighbouring properties.</li> </ul>	<p><b>Met.</b> The building has been appropriately designed to minimise any excessive projection above natural ground level, with the design incorporating the slope of the land to ensure that the exposed area at the basement level on the northern side is instead utilised for dwellings.</p>
<ul style="list-style-type: none"> <li>Ensure basement or undercroft car parks are not visually obtrusive when viewed from the front of the site.</li> </ul>	<p><b>Met.</b> The basement entry has been appropriately integrated within the design of the building.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> Car parking is appropriately provided within the basement levels only.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not met.</b> The basement level is setback a minimum of 6 metres from the front boundary at both levels and a minimum of 3.9 metres from the rear boundary (lower level).</p> <p>It is further noted that the development as a whole does not achieve a minimum 4 metre rear setback, compromising the ability to achieve effective landscaping within the rear setback in accordance with the provision and contributing towards the aforementioned insufficient step down and transition at the rear of the site.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> All building walls have been sited a sufficient distance from side and rear boundaries to allow for effective screen planting.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> All roof mounted service equipment, including the lift over-run, have been centrally located to minimise aesthetic impacts.</p> <p>The substation is appropriately screened by fencing to all sides.</p>
<p><b>Car Parking and Access</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met</b> Only one vehicle crossover is proposed. The crossover will not impact any existing street trees.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> The locations where the basement extends beyond the built form at ground level within the front setback and on the eastern and western sides of the building have been provided with paved or decking areas.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not applicable</b></p>
<ul style="list-style-type: none"> <li>Ensure that access gradients of basement carparks are designed appropriately to provide for safe and convenient access for vehicles and servicing requirements.</li> </ul>	<p><b>Met.</b> The driveway has been designed with gradients that comply with Design Standard 3 of Clause 52.06-9.</p>
<p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> Sufficient permeable space is provided within the front setback to accommodate for 3 canopy trees with a spreading crown.  The landscape plan submitted with the application demonstrates that at least 3 canopy trees can be planted within the front yard areas.</p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not applicable.</b></p>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Met.</b> As discussed, all building walls have been sited a sufficient distance from side and rear boundaries to allow for effective screen planting.  The landscape plan submitted with the application demonstrates screen planting along the side and rear boundaries.</p>

Design Element	Met/Not Met
<p><b>Fencing</b></p> <ul style="list-style-type: none"> <li>A front fence must be at least 50 per cent transparent.</li> </ul>	<p><b>Not met.</b></p> <p>The proposed 1.7 metre high fence utilises a brick material with no transparency. The fence is required to utilise an opaque material due to the location of secluded private open space areas within the front setback.</p> <p>Whilst the varying setbacks of the front fence to the front boundary will allow for some landscaping, the front fencing will be visually intrusive to the streetscape. The fence will create a visual barrier to the subject land, affecting passive surveillance and reducing any sense of pedestrian engagement to the development.</p> <p>Further, the front fence effectively removes visibility of the ground floor level to the streetscape, removing any articulation and visual interest created by this level and further increasing the prominence of the boxy first floor level.</p>

### 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 forty-one (41) car parking spaces for residents and six (6) car parking spaces for visitors.
- 8.16 The proposal includes fifty-eight (58) resident car parking spaces and six (6) visitor car parking spaces within the two basement levels, for a total of sixty-four (64) on-site car parking spaces. The proposed development therefore satisfactorily caters for additional car parking demand on-site, exceeding the minimum car parking requirements by seventeen (17) spaces.
- 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><b>Met.</b> 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> <p><b>Not met.</b> Corner splays or an area at least 50 percent clear of visual obstructions have not been correctly depicted adjacent to the site frontage.</p> <p>The accessway has been generally designed to allow for two way traffic and vehicle passing. However, the accessway to 2 reduces to a width of 5 metres, which does not allow for two-way traffic and will reduce the efficiency of the basement.</p>
2 – Car Parking Spaces	<p><b>Met</b> All car parking spaces achieve the minimum dimension requirements established by Table 2: Minimum dimensions of car parking spaces and accessways.</p>
3 – Gradients	<p><b>Met</b> 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><b>Not applicable</b> No mechanical parking proposed.</p>
5 – Urban Design	<p><b>Met</b> The basement entry is appropriately recessed from the frontage presentation of the development and will not visually dominate public space.</p>
6 – Safety	<p><b>Met</b> 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.</p> <p>The basement level will be secured by a remote controlled door.</p> <p>Pedestrian access to the basement level can be gained from the street through the central lobby entry and lift or stairs.</p>

Design Standard	Met/Not Met
7 – Landscaping	<b>Met</b> Suitable landscaping opportunities are provided within the front setback to soften the appearance of the driveway and basement.

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 Serpells 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 Report submitted with the application (*Salt*<sup>3</sup>, dated 7 December 2016) anticipates that the peak traffic generated by the site at both AM and PM periods can be accommodated within the surrounding road network capacity.

Clause 52.34 Bicycle Facilities

- 8.21 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.
- 8.22 Nevertheless, the development includes thirty (30) bicycle spaces within the basement levels for residents and visitors.

**On-Site and Off-Site Amenity Impacts**

- 8.23 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.
- 8.24 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.
- 8.25 An assessment against the objectives and standards of Clause 55 is provided in the table below:

Objective	Objective Met/Not Met
<b>55.02-1 – Neighbourhood Character</b> <ul style="list-style-type: none"> <li>• To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.</li> </ul>	<b>Not met.</b> As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the development does not satisfactorily contribute towards the preferred neighbourhood character.

Objective	Objective Met/Not Met
<ul style="list-style-type: none"> <li>To ensure that development responds to the features of the site and the surrounding area.</li> </ul>	<p>As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the development does not satisfactorily respond to the features of the site and surrounding area.</p> <p>Subsequently, the objectives of Clause 55.02-1 have not been met.</p>
<p><b>55.02-2 – Residential Policy</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.</li> </ul>	<p><b>Standard met</b></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><b>55.02-3 – Dwelling Diversity</b></p> <ul style="list-style-type: none"> <li>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</li> </ul>	<p><b>Standard met.</b></p> <p>The development provides for a range of different dwelling sizes and types, including dwellings with different numbers of bedrooms and at least one dwelling that contains a kitchen, bath/shower and a toilet and wash basin at ground floor level.</p>
<p><b>55.02-4 – Infrastructure</b></p> <ul style="list-style-type: none"> <li>To ensure development is provided with appropriate utility services and infrastructure.</li> <li>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</li> </ul>	<p><b>Standard met.</b></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 outfall drainage works to the existing drainage network and an on-site storm water detention system to limit permissible discharge.</p>

Objective	Objective Met/Not Met
<p><b>55.02-5 – Integration With the Street</b></p> <ul style="list-style-type: none"> <li>To integrate the layout of development with the street.</li> </ul>	<p><b>Not met.</b></p> <p>The development provides adequate vehicle and pedestrian links from Serpells Road, with evident vehicle access to the basement level and pedestrian connection via a dedicated pathway to the primary lobby entry.</p> <p>The building has been oriented to face an existing street, oriented towards the Serpells Road frontage.</p> <p>High front fencing in front of the building has not been avoided. As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the high front fencing reduces the sense of pedestrian engagement and compromises the streetscape integration of the development.</p> <p>There is no existing public open space adjacent to the site.</p> <p>Considering the above, the development has not been satisfactorily integrated with the street and the objective has not been satisfied.</p>
<p><b>55.03-1 – Street Setback</b></p> <ul style="list-style-type: none"> <li>To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.</li> </ul>	<p><b>Not Met.</b></p> <p>Standard B6 requires a street setback of approximately 6 metres based on the average setbacks of the adjoining properties.</p> <p>The development provides for a minimum street setback of approximately 4.2 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 development presents an excessive encroachment within this preferred street setback, particularly at the south-western corner, where the minimum street setback is proposed. This will result in an unreasonable visual impact to the streetscape.</p>



Objective	Objective Met/Not Met
	<p>Considering the above, the setback of the building from the street does not respect the preferred neighbourhood character and the objective of Clause 55.03-1 has not been met.</p>
<p><b>55.03-2 – Building Height</b></p> <ul style="list-style-type: none"> <li>To ensure that the height of buildings respects the existing or preferred neighbourhood character.</li> </ul>	<p><b>Standard met.</b></p> <p>The maximum building height does not exceed the applicable maximum building height listed under the DDO8 of 11 metres, with a proposed maximum height of 10.998 metre.</p>
<p><b>55.03-3 – Site Coverage</b></p> <ul style="list-style-type: none"> <li>To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.</li> </ul>	<p><b>Standard met.</b></p> <p>The site area covered by buildings does not exceed 60 percent, with a proposed site coverage of 60 percent.</p>
<p><b>55.03-4 – Permeability</b></p> <ul style="list-style-type: none"> <li>To reduce the impact of increased stormwater run-off on the drainage system.</li> <li>To facilitate on-site stormwater infiltration.</li> </ul>	<p><b>Standard met.</b></p> <p>The site area covered by pervious surfaces is at least 20 percent of the site, with a proposed pervious surface coverage of 20 percent.</p>
<p><b>55.03-5 – Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>To achieve and protect energy efficient dwellings.</li> <li>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</li> </ul>	<p><b>Standard met.</b></p> <p>The building has been orientated to make appropriate use of solar energy, with suitable glazing to all habitable room windows, multiple aspects to living areas where practical for efficient solar access.</p> <p>The south-to-north orientation of the site will ensure no unreasonable reduction to the energy efficiency of any existing dwellings.</p> <p>Living areas and private open space have been located to the northern side of the development where practical, with all dwellings on the northern side of the building provided with either ground floor open space or balconies on the northern side of the building with northern interfaces from the primary living areas.</p> <p>All north-facing windows on the development are relatively unimpeded on the northern side to maximise solar access.</p>

Objective	Objective Met/Not Met
<p><b>55.03-6 – Open Space</b></p> <ul style="list-style-type: none"> <li>To integrate the layout of development with any public and communal open space provided in or adjacent to the development.</li> </ul>	<p><b>Not applicable.</b></p> <p>There is no public or communal open space provided on site.</p>
<p><b>55.03-7 – Safety</b></p> <ul style="list-style-type: none"> <li>To ensure the layout of development provides for the safety and security of residents and property.</li> </ul>	<p><b>Standard met.</b></p> <p>The primary entry to the building is not obscured or isolated from the streetscape, readily visible from the street and delineated by the pedestrian entry pathway from the front boundary.</p> <p>Planting which creates unsafe spaces along streets and accessways has been avoided.</p> <p>The basement level will be secured by a remote controlled door, with the entry to the basement visible from several windows and balconies within the development. The basement level will be presumably provided with lighting to increase visibility and passive surveillance.</p> <p>All private spaces within the development are adequately protected from inappropriate use as a public thoroughfare by building walls and internal fencing.</p>
<p><b>55.03-8 – Landscaping</b></p> <ul style="list-style-type: none"> <li>To encourage development that respects the landscape character of the neighbourhood.</li> <li>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</li> <li>To provide appropriate landscaping.</li> <li>To encourage the retention of mature vegetation on the site.</li> </ul>	<p><b>Standard met.</b></p> <p>The landscape plan submitted with the application demonstrates that the development layout can accommodate for a landscaping design that is appropriate for the site.</p> <p>The arboricultural report submitted with the application assesses no trees located on the land as being of significant retention value. As such, no vegetation on the land is worthy of retention.</p>
<p><b>55.03-9 – Access</b></p> <ul style="list-style-type: none"> <li>To ensure the number and design of vehicle crossovers respects the neighbourhood character.</li> </ul>	<p><b>Standard met.</b></p> <p>The accessway does not exceed 33 percent of the street frontage, occupying 13.5 percent of the frontage.</p> <p>One double width crossover has been provided, which is suitable for a development of this nature.</p>

Objective	Objective Met/Not Met
	<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>The development does not include any direct access from a Road Zone.</p> <p>The waste management plan submitted with the application demonstrates that a private waste collection vehicle can adequately enter the basement level and manoeuvre within.</p>
<p><b>55.03-10 – Parking Location</b></p> <ul style="list-style-type: none"> <li>To provide convenient parking for resident and visitor vehicles.</li> </ul>	<p><b>Standard Met.</b></p> <p>Car parking facilities have been located in a convenient and secure manner, located within the basement level that is secured via the remote controlled door and accessed via the internal stairwell and lift.</p> <p>Ventilation to the basement level can be provided via mechanical means.</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.</p>
<p><b>55.04-1 – Side And Rear Setbacks</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><b>Not met.</b></p> <p>Building walls within the southern half of the development (where above the two levels of basement) are setback in accordance with Standard B17.</p> <p>At the northern half of the building (where above the one basement level only), there are several instances of buildings walls that are not setback in accordance with Standard B17. These include:</p> <ul style="list-style-type: none"> <li>The first floor level, eastern elevation (Dwelling 1.09), requires a setback of 5 metres, provided with a setback of 3.26 metres, demonstrating a non-compliance of 1.74 metres;</li> <li>The first floor level, western elevation (Dwelling 1.06), requires a setback of 4.59 metres, provided with a setback of 2.98 metres, demonstrating a non-compliance of 1.61 metres;</li> <li>The first floor level, northern elevation (Dwelling 1.07 and Dwelling 1.08), require a minimum setback of 5.19 metres, providing a setback of 4.58 metres, demonstrating a maximum non-compliance of 0.61 metres.</li> </ul>

Objective	Objective Met/Not Met
	<p>It is further noted that the eastern and western elevations do not accurately represent the northern façade of the building, omitting the protruding walls of Dwelling 1.07 and Dwelling 1.08), and depicting a compliant rear setback.</p> <p>Among other considerations, the relevant decision guidelines require Council to consider <i>any relevant neighbourhood character objective, policy or statement set out in this scheme and the impact on the amenity of the habitable room windows and secluded private open space of existing dwellings.</i></p> <p>As discussed under the Design, Built Form and Landscaping Assessment, Council’s local policy, including the DDO8, requires developments be stepped down at the rear to create appropriate and attractive interfaces and transitions to the scale of adjoining residential areas. Failure to comply with the standard setbacks requirements at the rear of the site, for both the side and rear setbacks constitutes a failure to provide for an adequate step down in accordance with the local policy.</p> <p>At the rear of the site, the development has several sensitive interfaces to adjoining properties. Critical to these instances of non-compliant setbacks are the secluded private open space (SPOS) and west facing habitable room windows of 2/237 Williamsons Road, the SPOS and south-facing habitable room windows of units 2-4, 239 Williamsons Road and the SPOS areas of 25 and 25A Serpells Road. The non-compliant setbacks are located adjacent to these sensitive interfaces and will have an unreasonable impact on the amenity of these dwellings through visual bulk, which is further exacerbated through the lack of sufficient articulation, as discussed under the Design, Built Form and Landscaping Assessment. This fails to achieve compliance with the high level objective of Clause 21.05 to <i>minimise adverse amenity impacts on adjoining properties.</i></p>

Objective	Objective Met/Not Met
	The proposal therefore does not provide setbacks that respect the preferred neighbourhood character or suitably limit amenity impacts to existing dwellings and the objective of Clause 55.04-1 has not been met.
<b>55.04-2 – Walls On Boundaries</b> <ul style="list-style-type: none"> <li>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.</li> </ul>	<b>Not applicable.</b> The development includes no walls built to boundaries.
<b>55.04-3 – Daylight To Existing Windows</b> <ul style="list-style-type: none"> <li>To allow adequate daylight into existing habitable room windows.</li> </ul>	<b>Standard met.</b> All existing habitable room windows are provided with a light court in excess of 3 square metres with a minimum dimension of at least 1 metre.
<b>55.04-4 – North Facing Windows</b> <ul style="list-style-type: none"> <li>To allow adequate solar access to existing north-facing habitable room windows.</li> </ul>	<b>Not applicable.</b> There are no north-facing habitable room windows of existing dwellings within 2 metres of the subject sites southern boundary.
<b>55.04-5 – Overshadowing Open Space</b> <ul style="list-style-type: none"> <li>To ensure buildings do not significantly overshadow existing secluded private open space.</li> </ul>	<b>Not met.</b> Based on the submitted existing shadow diagrams, at least 75 percent of the SPOS area of 4/31-33 Serpells Road (adjoining to the east) does not currently receive at least five hours of sunlight between 9am and 3pm on 22 September, overshadowed by existing dwellings and fences. The majority of this SPOS is overshadowed prior to 12pm. As existing sunlight to this SPOS is less than the requirements of the standard, the amount of sunlight should not be further reduced.  Based on the submitted proposed shadow diagrams, the proposed building will further overshadow the SPOS area of 4/31-33 Serpells Road, introducing additional shadowing from 2pm. Subsequently, this space will only receive substantial solar access between 1pm and 2pm. This will have an unreasonable impact on the amenity and usability of this space. It is further noted the submission received from this property does raise concerns regarding this overshadowing.

Objective	Objective Met/Not Met
	<p>Whilst it is acknowledged that existing solar access to this space is nominal, the development could have minimised additional overshadowing to this space during the control period by providing compliant side setbacks to the eastern boundary.</p> <p>At least 75 percent or 40 square metres (whichever is the lesser) of all other adjoining SPOS areas will receive at least five hours of sunlight between 9am and 3pm on 22 September.</p> <p>Considering the impacts the SPOS area of 4/31-33 Serpells Road, the development has not met the objective of Clause 55.04-5.</p>
<p><b>55.04-6 – Overlooking</b></p> <ul style="list-style-type: none"> <li>To limit views into existing secluded private open space and habitable room windows.</li> </ul>	<p><b>Standard met.</b></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 louvre screens and a combination of opaque railing and planter boxes used to direct views away from the SPOS areas.</p> <p>All habitable room windows and balconies with a direct view into a habitable room window of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) are provided with louvre screens or a combination of opaque railing and planter boxes in accordance with the standard.</p>
<p><b>55.04-7 – Internal Views</b></p> <ul style="list-style-type: none"> <li>To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.</li> </ul>	<p><b>Not met.</b></p> <p>At the second floor level, several west-facing windows of Dwelling 2.03, which are not provided with any screening devices, will have near unimpeded views to the whole of the ground level SPOS area of Dwelling 0.04. This will have an unreasonable impact on the amenity and usability of this space for future residents.</p> <p>There appears to be no other opportunities for unreasonable internal views within the development.</p>

Objective	Objective Met/Not Met
	As internal views have not been suitably limited, the objective of Clause 55.04-7 has not been met.
<p><b>55.04-8 – Noise Impacts</b></p> <ul style="list-style-type: none"> <li>To contain noise sources in developments that may affect existing dwellings.</li> <li>To protect residents from external noise.</li> </ul>	<p><b>Standard met.</b></p> <p>A service area is proposed on the roof of the building, well removed from bedrooms of existing dwellings.</p> <p>There are no unusual noise impacts anticipated from adjoining properties or Serpells Road that would necessitate consideration of noise impacts in the siting of noise sensitive rooms within the development.</p>
<p><b>55.05-1 – Accessibility</b></p> <ul style="list-style-type: none"> <li>To encourage the consideration of the needs of people with limited mobility in the design of developments.</li> </ul>	<p><b>Standard met.</b></p> <p>The development is accessible for people with limited mobility, with the primary entry located at the ground floor level, accessible at grade, from the street, and a centrally located lift servicing all levels of the building.</p>
<p><b>55.05-2 – Dwelling Entry</b></p> <ul style="list-style-type: none"> <li>To provide each dwelling or residential building with its own sense of identity.</li> </ul>	<p><b>Standard met.</b></p> <p>The primary entry to the building, located on the streetscape elevation, is visible and easily identifiable from the street.</p> <p>The primary entry to the building provides shelter and acts as a transitional space around the entry, offered modest shelter by the cantilevered balconies above and leading to a lobby entry space.</p>
<p><b>55.05-3 – Daylight To New Windows</b></p> <ul style="list-style-type: none"> <li>To allow adequate daylight into new habitable room windows.</li> </ul>	<p><b>Standard met.</b></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><b>55.05-4 – Private Open Space</b></p> <ul style="list-style-type: none"> <li>To provide adequate private open space for the reasonable recreation and service needs of residents.</li> </ul>	<p><b>Standard met.</b></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"> <li>At least 40 square metres of ground level private open space, which includes an area/areas with a minimum dimension of 3 metres of at least 25 square metres of secluded private open space; or</li> </ul>

Objective	Objective Met/Not Met
	<ul style="list-style-type: none"> <li>A balcony of an area of at least 8 square metres with a minimum dimension of at least 1.6 metres.</li> </ul>
<p><b>55.05-5 – Solar Access To Open Space</b></p> <ul style="list-style-type: none"> <li>To allow solar access into the secluded private open space of new dwellings and residential buildings.</li> </ul>	<p><b>Standard met.</b></p> <p>The proposal has reasonably provided for north-facing secluded private open space areas and balconies where practicable and appropriate with consideration to the development form and site orientation.</p>
<p><b>55.05-6 – Storage</b></p> <ul style="list-style-type: none"> <li>To provide adequate storage facilities for each dwelling.</li> </ul>	<p><b>Standard met.</b></p> <p>Individual storage spaces are shown within the two basement levels. All storage spaces are at least 6 cubic metres and could be made secure by a range of methods.</p> <p>It is noted that only 29 (twenty-nine) storage spaces are depicted on the plans. However, as some of the storage spaces are significantly oversized, they could be reasonably separated to ensure that at least 6 cubic metres is provided to all dwellings.</p>
<p><b>55.06-1 – Design Detail</b></p> <ul style="list-style-type: none"> <li>To encourage design detail that respects the existing or preferred neighbourhood character.</li> </ul>	<p><b>Not met.</b></p> <p>Accounting for the DDO8, the development should respect the preferred neighbourhood character.</p> <p>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></p> <p>In broad terms, the contemporary design of the building complies with the preferred character of the development. However, as outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), particular aspects of the proposal do not meet the preferred neighbourhood character. These include:</p> <ul style="list-style-type: none"> <li>The lack of visual interest to sections of the side elevations;</li> <li>The dominance of the framing element around the south-facing, first floor façade; and</li> <li>Excessive application of external screening devices to windows.</li> </ul>



Objective	Objective Met/Not Met
	The objective of Clause 55.06-1 has not been met.
<p><b>55.06-2 – Front Fence</b></p> <ul style="list-style-type: none"> <li>To encourage front fence design that respects the existing or preferred neighbourhood character.</li> </ul>	<p><b>Not met.</b></p> <p>The proposed front fence exceeds the applicable maximum front fence height for 'other streets' of 1.5 metres.</p> <p>As outlined in the assessment of the proposal against the DDO8 (Design, Built Form and Landscaping Assessment), the height and lack of transparency of the front fence will have visual bulk impacts to the street.</p> <p>The front fence does not meet the preferred neighbourhood character and the objective of Clause 55.06-2 has not been met.</p>
<p><b>55.06-3 – Common Property</b></p> <ul style="list-style-type: none"> <li>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</li> <li>To avoid future management difficulties in areas of common ownership.</li> </ul>	<p><b>Standard met.</b></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 levels, which will be predominantly common property, are functional and capable of efficient management.</p>
<p><b>55.06-4 – Site Services</b></p> <ul style="list-style-type: none"> <li>To ensure that site services can be installed and easily maintained.</li> <li>To ensure that site facilities are accessible, adequate and attractive.</li> </ul>	<p><b>Standard met.</b></p> <p>The design of the building has afforded sufficient space for facilities and services, with a dedicated rooftop service area and dedicated substation area at ground level.</p> <p>Bin and recycling enclosures are located within the basement level in a dedicated storage area that is adequate in size for the number of dwellings. The bin and recycling storage area can be conveniently accessed by residents via the centrally located lift or stairwell.</p> <p>Mailboxes have been suitably located adjacent to the primary building entry, accessible from the pedestrian pathway.</p>

### Objector Concerns

8.26 A response to the grounds of objection is provided in the following paragraphs:

Construction impacts

- 8.27 Impacts from the construction of a development, including dust, noise, vibration and construction vehicles parking on roads is not a consideration of the planning application process. The integrity of construction is controlled and considered through the building permit process whilst 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 planning permit issued for the proposal would include the requirement to submit a construction management plan (CMP) which would provide Council with enforceable minimum standards for amenity impacts during construction in accordance with the EPA guidelines.

Environmentally sustainable design

- 8.28 The application included a sustainable design assessment report. The report includes a BESS assessment that provides for a score of +52%, achieving pass marks in the categories of water, energy, stormwater and indoor environmental quality. Under the current guidelines, a score of over 50% and pass marks in at least four categories is considered to constitute 'best practice'. Subsequently, the development has suitably considered environmentally sustainable design initiatives.

Infrastructure

- 8.29 The application has been considered by Council's Engineering and Technical Services Officers. It has been determined that Council managed infrastructure, including site drainage, footpaths and road drainage (kerb and channel) can be suitably upgraded as part of any development on-the site. In addition, an on-site stormwater detention system (OSD) can be installed to limit permissible discharge from the site. Any planning permit issued for the proposal would include requirements to undertake such works.
- 8.30 The proposal includes on-site waste collection from a private waste contractor, with no waste collection by council proposed or required. The waste collection arrangement has been reviewed by Council's Engineering and Technical Services Officers and is deemed to be generally acceptable.
- 8.31 Residential Precinct 2 and the DDO8 have been applied to residential areas throughout Manningham that have been recognised as having the capacity to accommodate for a substantial level of change, including from a transport perspective. The public transport access to the site is reasonable for a development of this scale.

Land use impacts

- 8.32 The subject land is located within the General Residential 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, including noise impacts or issues with the nature or the residents, cannot be considered in assessment of this application.

Neighbourhood character

- 8.33 Residential Precinct 2 delineates areas within Manningham that are a *focus for higher density developments*, where a *substantial level of change is anticipated*. Moreover, the applicable objectives of the DDO8 aim 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* and establish *development that is contemporary in design* as the preferred development character.
- 8.34 In light of an applicable preferred neighbourhood character, the lack of reflection of the existing neighbourhood character with relation to scale, development type and architectural form is irrelevant. On the whole, the apartment form of the development with the contemporary design typology is a generally acceptable outcome for the site as it complies with the preferred development outcomes and neighbourhood character. The section drawings submitted with the application demonstrate that the proposal technically does not exceed 3 storeys at any point. Conversely, several specific elements of the development do not comply with these preferred neighbourhood character outcomes, as outlined under the assessment section of this report (Section 8).

Off-site amenity impacts

- 8.35 As outlined within the On-Site and Off-Site Amenity Impacts assessment section of this report (Sections 8.23 to 8.25), the development fails to achieve compliance with several amenity impact objectives and standards of the Manningham Planning Scheme. These include side and rear setbacks (Clause 55.04-1) and overshadowing open space (Clause 55.04-5). In light of this, it is anticipated that the development will cause unreasonable amenity impacts to adjoining properties. Specifically, the inadequate side and rear setbacks will have visual bulk impacts to adjoining properties to the north, east and west and the development will unreasonably overshadow the secluded private open space area of 4/31-33 Serpells Road.
- 8.36 As the development demonstrates full compliance with the remainder of the off-site amenity impact provisions of the Manningham Planning Scheme, other off-site amenity impacts, including overlooking, daylight to existing windows and overshadowing (to all properties other than 4/31-33 Serpells Road) have been suitably limited. The development will therefore not result in an unreasonable impact to the off-site amenity with specific regard to these factors.

On-site amenity

- 8.37 As outlined within the On-Site and Off-Site Amenity Impacts assessment section of this report (Sections 8.23 to 8.25), the development complies with all on-site amenity provisions of the Manningham Planning Scheme (Clause 55.05). Subsequently, the on-site amenity provided within the development layout is satisfactory with regard to these controls. This includes the provision of suitable storage provisions, adequate consideration of solar access where practical and the provision of car parking within a basement which can be made suitably secure.

Overdevelopment

- 8.38 As discussed under the assessment section of this report (Section 8), the development does not comply with a number of site layout and building massing provisions of the Manningham Planning Scheme, failing to provide for an adequate street setback, side and rear setbacks or appropriate recessing of upper levels. Considering this, with regard to both the preferred neighbourhood character outcomes and the standard Clause 55 requirements, the development is excessive and an overdevelopment of the land.
- 8.39 Conversely, it is acknowledged that the development does achieve compliance with a number of layout and massing provisions, achieving numerical compliance with the applicable requirements for building height, site coverage and site permeability.
- 8.40 Further, lack of compliance with the garden area requirements introduced under Amendment VC110 to the Manningham Planning Scheme is irrelevant to the assessment of this application and is not indicative of an overdevelopment. As the application was received prior to the gazettal date of VC110 (27 March 2017), the application receives the benefit of transitional provisions and the minimum garden area does not apply.

Property values

- 8.41 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.

Strategic issues

- 8.42 A number of objections raise concerns that relate to inappropriate zone and overlay controls for the subject land and the surrounding area. The appropriateness of zone, overlay and other planning controls cannot be considered as part of a planning permit application. Assessment of the application can only consider the planning controls that have been applied, as relevant, and not whether these controls are appropriate. This is a matter for Council to consider at a wider strategic level, not as a part of individual planning permit applications.
- 8.43 Regarding the low density interface, the DDO8 overlay that applies to the land does not implement specific strategies for built form transitions at the front of sites, nor specific transitions for adjacent Low Density Residential Zone. At any rate, the road reserve serves as a sufficient transition and buffer between the land within Residential Precinct 2 on the northern side of Serpells Road, and the land within the Low Density Residential Zone on the southern side and no additional transition within the development at the frontage is required. With regard to maintenance of the road, the zoning is irrelevant, as local roads are managed by Council's Engineering and Technical Services Unit on a case by case basis.

Traffic and car parking

- 8.44 The development exceeds the minimum number of car parking spaces required to be provided on-site as required by Clause 52.06 Car Parking of the Manningham Planning Scheme. Subsequently, as the statutory requirement has been met and no reduction of the standard car parking requirements is being sought. Impacts caused by a potential increase in demand for on-street car parking cannot be considered in assessment of this application.
- 8.45 Council's Engineering and Technical Services Unit has assessed the application and has 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.

**9. CONCLUSION**

- 9.1 It is recommended that the application be refused.

**10. DECLARATION OF CONFLICT OF INTEREST**

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

# PROPOSED MULTI-RESIDENTIAL PROJECT

Project Number: 15-019  
Address: 27-29 Serpells Road, Templestowe



**Architects**  
Kavellaris Urban Design  
Unit 1, 76-78 Balmain Street, Cremorne, VIC 3121  
Tel: 03 9429 4733



**Planning Consultants**  
Ratio  
9 Clifton Street, Richmond, VIC 3121.  
Tel: 03 9429 3111



**Traffic Engineer**  
Salt  
Level 3/ 289 Wellington Parade South, East Melbourne, VIC 3002.  
Tel: 03 9633 1900



**Land Surveyor**  
Breeze Pitt Dixon Pty Ltd  
1/ 19 Cato Street, Hawthorn East, VIC 3123.  
Tel: 03 8823 2300



**Landscape Architect**  
John Patrick Landscape Architects  
324 Victoria Street, Richmond, VIC 3121.  
Tel: 03 9429 4855

## AREA AND DEVELOPMENT SCHEDULES

APARTMENT AREA SCHEDULE  
Project: 27 - 29 Serpells Road,  
Date: 29.08.2017



Level Number	Quantity	Apartment Area (m2)	Yard/Frontyard Area (m2)	Terrace/Bal Area (m2)	Total Area (m2)	Total Area per Level (m2) - Including Terrace/Balcony/Yard	Total Area per Level (m2) - Excluding Terrace/Balcony/Yard	Percentage of Area - (Total Area Per Level / Level 0 Total Area) x 100%	Percentage of Area - (Total Area Per Level / Level 0 Total Area) x 100%	No. of Bedrooms	No. of Cars
Level B1	1	8.01	126.3	116.2	249.5					3	2
	2	8.02	86.8	45.5	139.3	755.2	426			2	2
	3	8.03	86.8	45.5	139.3					2	2
	4	8.04	126.1	122	248.1					3	2
Level 0	5	0.01	96.6	53.2	208.1					2	2
	6	0.02	66.3	45.5	118.8					1	1
	7	0.03	200.2	39.6	199.8	1495.6	1059.2			3	2
	8	0.04	85.7	25.2	110.9					1	1
	9	0.05	95.9	63.5	159.4					2	2
	10	0.06	123.8	12.8	136.6					3	2
	11	0.07	86.8	9	95.8					2	2
	12	0.08	86.8	9	95.8					2	2
	13	0.09	123	12.9	135.9					3	2
	14	0.10	91.5	44.5	136					2	2
	15	0.11	102.6	42.9	145.5					2	2
Level 1	16	1.01	95.7	35.4	136.1					2	2
	17	1.02	67.7	13.8	105.5					2	2
	18	1.03	99.4	16.4	115.8					3	2
	19	1.04	85	8	93					1	1
	20	1.05	95.9	8	103.9					2	2
	21	1.06	112.3	12.8	125.1	1148.1	1031.4	76.70517786	97.37537564	3	2
	22	1.07	83	9.2	92.2					2	2
	23	1.08	60.9	9.2	70.1					2	2
	24	1.09	112.1	12.9	125					3	2
	25	1.10	83	8	91					2	2
	26	1.11	84.8	8	92.8					2	2
Level 2	27	2.01	121.1	67.1	188.2					3	2
	28	2.02	107.1	67.4	174.5	899.7	556.7	60.15458995	52.55853474	3	2
	29	2.03	166	118.7	284.7					3	2
	30	2.04	162.5	99.8	262.3					3	2
Grand Total	30	2073.3	663.6	480.3	4206.6					68	57

NOTES:  
SITE AREA: 2164.90 SQM Cars: 46 car spaces  
BUILDING SITE COVERAGE: 1299.50 SQM (60%) 12 tandem car spaces  
PERMISSIBLE SURFACES: 422 SQM (20%) 6 Visitors spaces

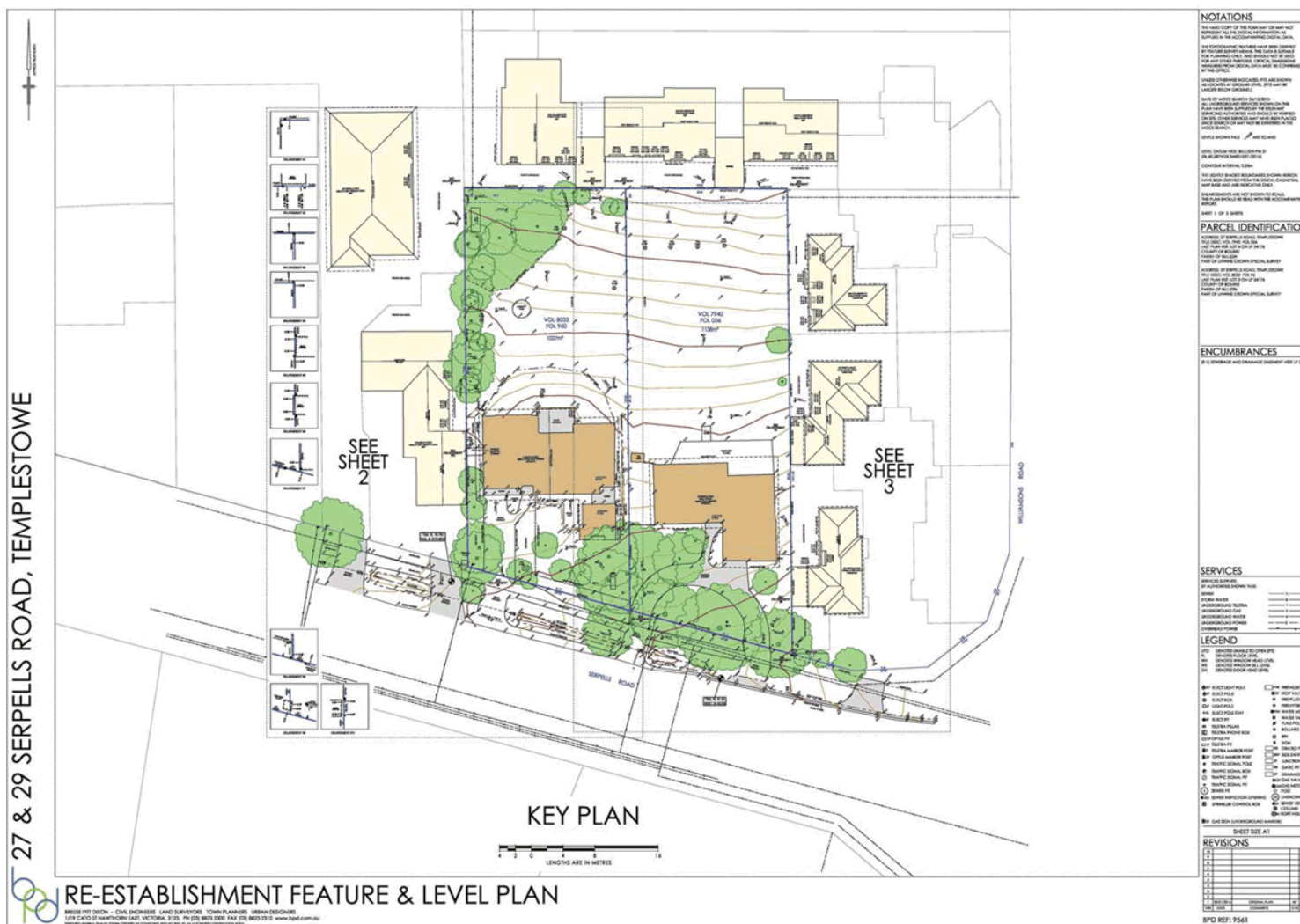
## 15-019 TOWN PLANNING DRAWING SET

ISSUE	DWG NO.	TITLE	ISSUE	DWG NO.	TITLE
TP	TP100	Cover Page and Schedules	TP	TP131	Proposed Section
TP	TP101	Site Survey	TP	TP140	Proposed Railing Sectional Study
TP	TP102	Site Analysis	TP	TP141	Proposed Details
TP	TP110	Existing Conditions and Demolition Plans	TP	TP150	Proposed Shadow Diagrams 9am
TP	TP111	Proposed Floor Plan Level B2	TP	TP150 (1)	Proposed Shadow Diagrams 10am
TP	TP112	Proposed Floor Plan Level B1	TP	TP150 (2)	Proposed Shadow Diagrams 11am
TP	TP113	Proposed Floor Plan Level 0	TP	TP151	Proposed Shadow Diagrams 12pm
TP	TP114	Proposed Floor Plan Level 1	TP	TP151 (1)	Proposed Shadow Diagrams 1pm
TP	TP115	Proposed Floor Plan Level 2	TP	TP151 (2)	Proposed Shadow Diagrams 2pm
TP	TP116	Proposed Roof Plan	TP	TP152	Proposed Shadow Diagrams 3pm
TP	TP120	Streetscape Elevations	TP	TP153	Front and Side Interface 3D images
TP	TP121	Proposed Elevations 1			
TP	TP122	Proposed Elevations 2			
TP	TP130	Proposed Sections			



SITE CONTEXT - NOT TO SCALE

REVIEWER: <b>TP</b> TOWN PLANNING SUBMISSION RFI SUBMISSION	CHECKED: <b>BK</b> DATE: <b>01.12.2016</b> DATE: <b>30.03.2017</b>	I am issuing a copyright and condition of use notice for the drawings provided under the copyright. The plan may be reproduced by any person without written permission of Kavellaris Urban Design, which is to be used in any manner prohibited by the copyright law. Any reproduction and other use without the written consent of Kavellaris Urban Design is prohibited. All drawings are in electronic and all drawings must be used in accordance with the conditions of use. We warrant that these drawings are true and correct as shown on the drawings. The contractor must contact us before printing or construction commences.	PROJECT NUMBER: <b>15-019</b> DRAWING TITLE: <b>COVER PAGE AND SCHEDULES</b> DRAWING NO.: <b>27-29 SERPELLS ROAD, TEMPLESTOWE</b> CLIENT: <b>PETER SPREKOS</b> DATE: <b>30.08.2017</b>	PROJECT NO.: <b>15-019</b> SHEET NO.: <b>1</b> SHEET TOTAL: <b>1</b> DATE: <b>30.08.2017</b>	NORTH
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REVISION	DATE	BY	CHK
1	30.03.2017	BK	KC
	6.12.2016	BK	KC

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**FOR SUBMISSION**

**KUD** KENNEDY URBAN DESIGNERS  
117A CAHOE STREET MCMHURTON VICTORIA 3125 TEL 039 583 2065 FAX 039 583 2910  
www.kud.com.au

**15-019**

SITE SURVEY  
ADDRESS: 27-29 SERPELLS ROAD, TEMPLESTOWE  
CLIENT: PETER SPEKREKOS

DATE: 20.03.2017 DRAWN: RSM CHECKED: NRS  
SHEET: 3 OF 3

North

SITE ANALYSIS

THE SITE IS LOCATED ON BERPELLE ROAD, TEMPLESTOWE, JUST 1600M NORTH EAST OF MELLOROUGH CBD AND CONNECTED VIA SAUNDERS ROAD. TEMPLESTOWE OFFERS THE BEST OF BOTH URBAN AND RURAL NATURAL LIVING ENVIRONMENTS. ON THE NORTH AND EAST OF TEMPLESTOWE, ALONG THE YARRA RIVER, THERE ARE SEVERAL PARKS AND RECREATION RESERVE SUCH AS WESTFIELD PARK, WESTFIELD RESERVE, PING RESERVE, AND TURFERS LAKE PARK. THESE PARKLANDS PROVIDE A RANGE OF OUTDOOR AMENITIES. THE YARRA RIVER, WHICH IS LOCATED ALONG THE YARRA RIVER LEA BRIDGE, IS A PATH FOR CYCLIST AND JOGGERS. THE PARK, FOLLOWING THE WEST YARRA RIVER, THROUGH THE 2017, PHASE 1 TEMPLESTOWE RESERVE AND THE 2017, PHASE 2 TEMPLESTOWE RESERVE, PROVIDES A RANGE OF AMENITIES THAT ALLOWS THE USER TO EXPERIENCE MELBOURNE'S DIVERSE LANDSCAPE.

ADDITIONALLY, TEMPLESTOWE IS ALSO AN IMPORTANT SPORTS AND RECREATION CENTER. THERE ARE A FEW CLUBS LOCATED CLOSE BY INCLUDING THE WEST YARRA VALLEY CLUB, HOBANNA GOLF COURSE AND LAST BUT NOT LEAST, TEMPLESTOWE RESERVE, SUPPORTS A RANGE OF SPORTING ACTIVITIES INCLUDING TWO CRICKET GROUNDS, TWO FOOTBALL CLUBS AND THE CRICKET CLUB AND TENNIS COURTS, A SOCCER HALL AND A RUGBY CENTRE, ONE CLUB

TO THE SOUTH OF TEMPLESTOWE, THE PROMINENT DONCASTER SHOPPING DISTRICT CATER TO THE RESIDENTS LIVING AT THE NORTH EAST OF MELLOROUGH. THE DONCASTER SHOPPING DISTRICT IS COMPOSED OF DONCASTER SHOPPING TOWN, WESTFIELD DONCASTER CENTRE AND SEVERAL OTHERS ALONG DONCASTER ROAD. THE PROPOSED SITE IS LOCATED DIRECTLY NEXT TO WILLIAMSON ROAD WHICH ALLOWS DIRECT ACCESS TO WESTFIELD DONCASTER BY CAR OR BY FOOT. PARKING IS PROVIDED BY DONCASTER SHOPPING TOWN AND WESTFIELD.

THE PROPOSED MULTI-RESIDENTIAL DEVELOPMENT WILL BE IN CLOSE PROXIMITY TO TEMPLESTOWE COLLEGE, TEMPLESTOWE HIGH PRIMARY SCHOOL, ST HELEN'S PRIMARY SCHOOL, TEMPLESTOWE HAIN PRIMARY SCHOOL, AND TEMPLESTOWE HILL OF PRIMARY SCHOOL. HOSPITALS AND MEDICAL FACILITIES ARE LOCATED WITHIN 10 MINUTES DRIVE FROM THE PROPOSED SITE. THEY ARE DON HILL HOSPITAL, FACULTY HOSPITAL FOR WOMEN AND DONCASTER HOSPITAL CHILDREN'S HOSPITAL.

THE PROPOSED DEVELOPMENT WILL ASSIST THE GROWTH OF TEMPLESTOWE BY PROVIDING AN MELBOURNE METROPOLITAN PLANNING STRATEGY PROGRAM, WHICH OUTLINED THE NEEDS OF DEVELOPMENT WITHIN THE CLIMATE ZONE. RESIDENTIAL AREAS IN THE WORK OF CREATING AND FUTURE SERVICES AND INFRASTRUCTURE.



**LEGENDS**

- MAIN ROAD
- PARKLANDS AND RECREATIONAL AREA
- EDUCATIONAL AND RELIGIOUS AREA
- RETAIL AREA
- BUS STOP



WESTFIELD PARK



HOBANNA GOLF COURSE



TEMPLESTOWE RESERVE



ST HELEN'S PRIMARY SCHOOL



WESTFIELD DONCASTER

REVISION	DATE	BY	DATE
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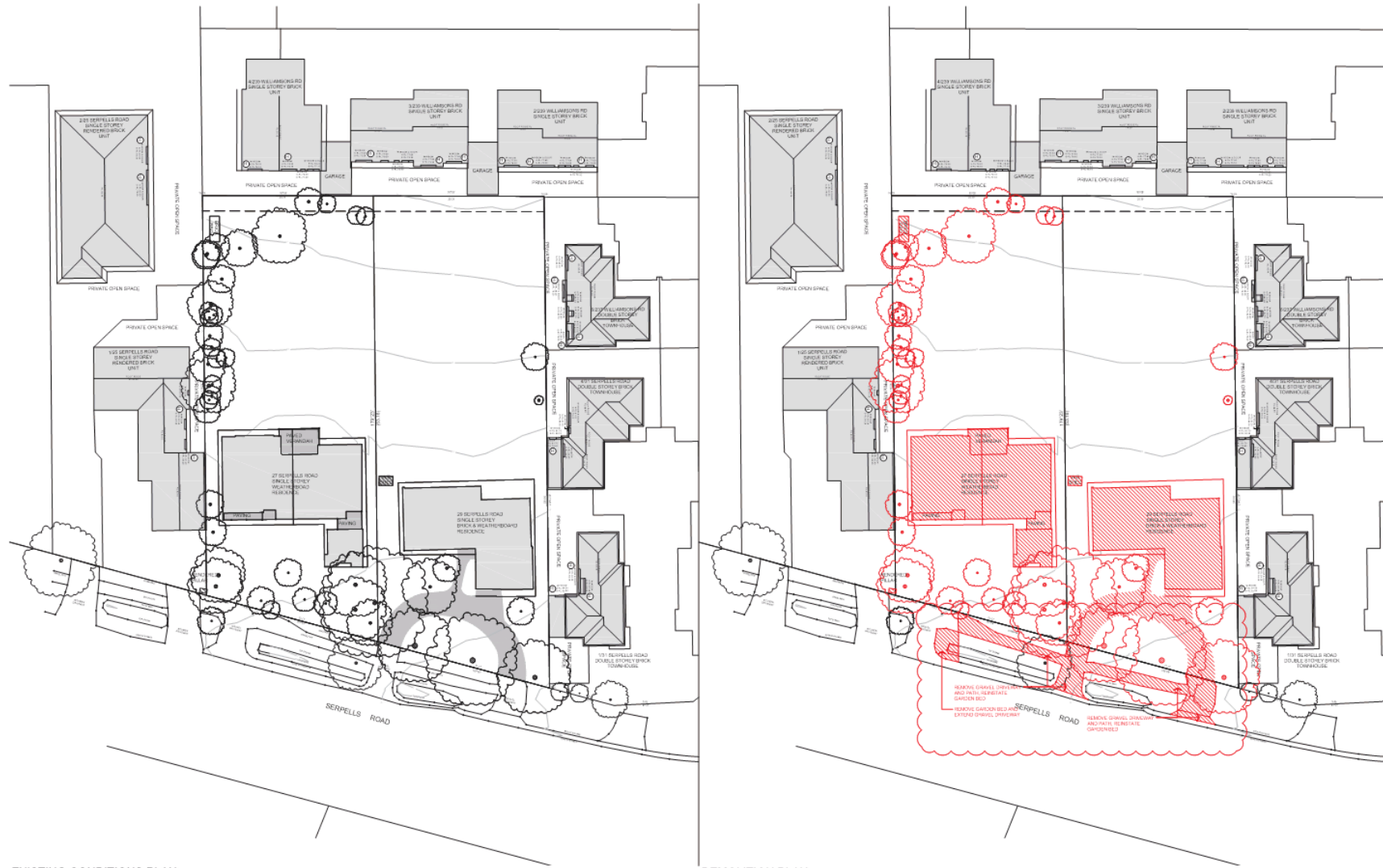
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**FOR SUBMISSION**

<b>KUD</b>		15-019		
KUD CONSULTANTS 27-29 BERPELLE ROAD, TEMPLESTOWE VIC 3015 PETER SPREKOS		15-019		
DATE	DRAWN	CHECKED	SCALE	SCALE FOR PRINT
30.03.2017	RSM	NBS	1:1	1/100





EXISTING CONDITIONS PLAN

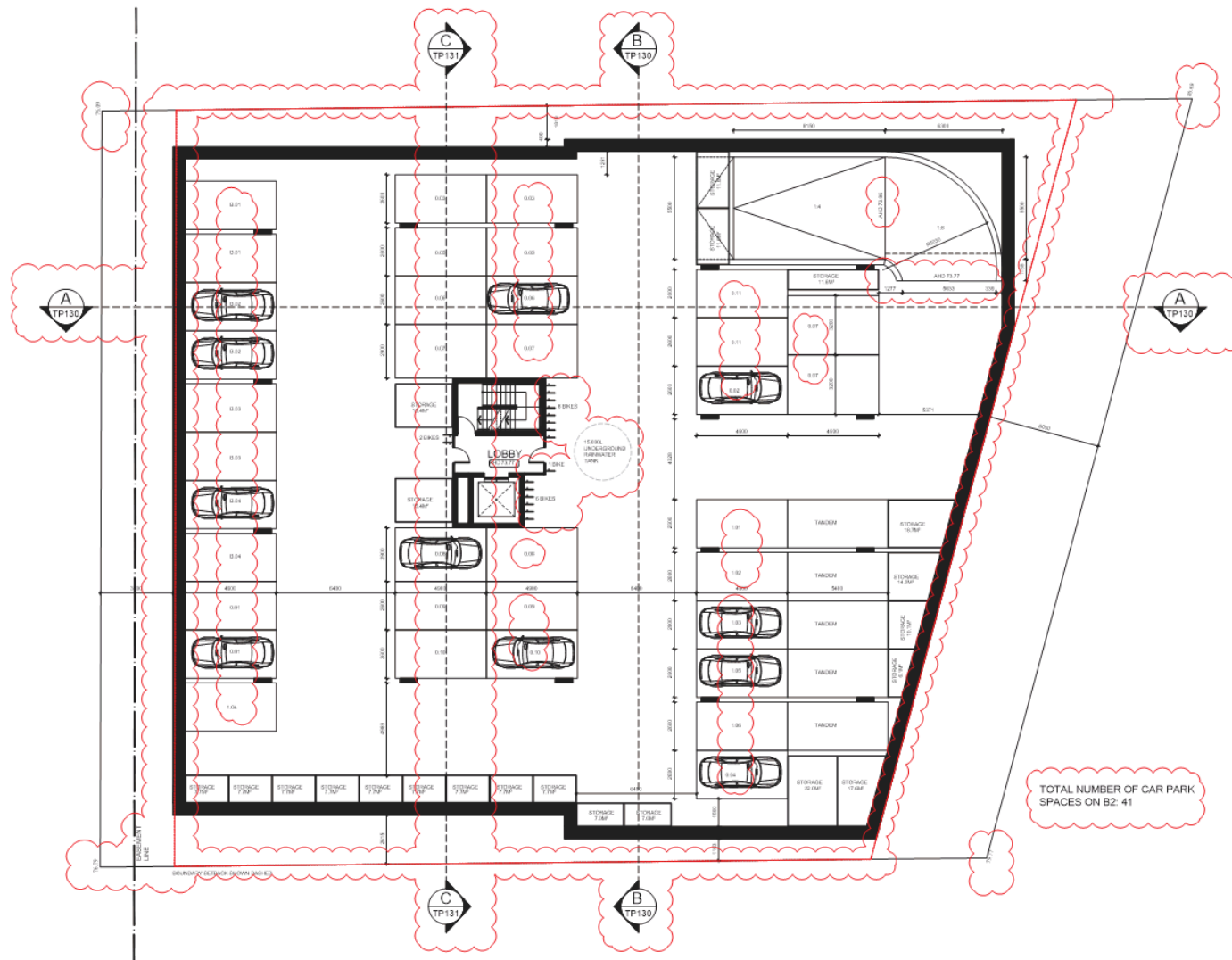
DEMOLITION PLAN

REVISION	DATE	BY	DATE
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		KC	30.03.2017

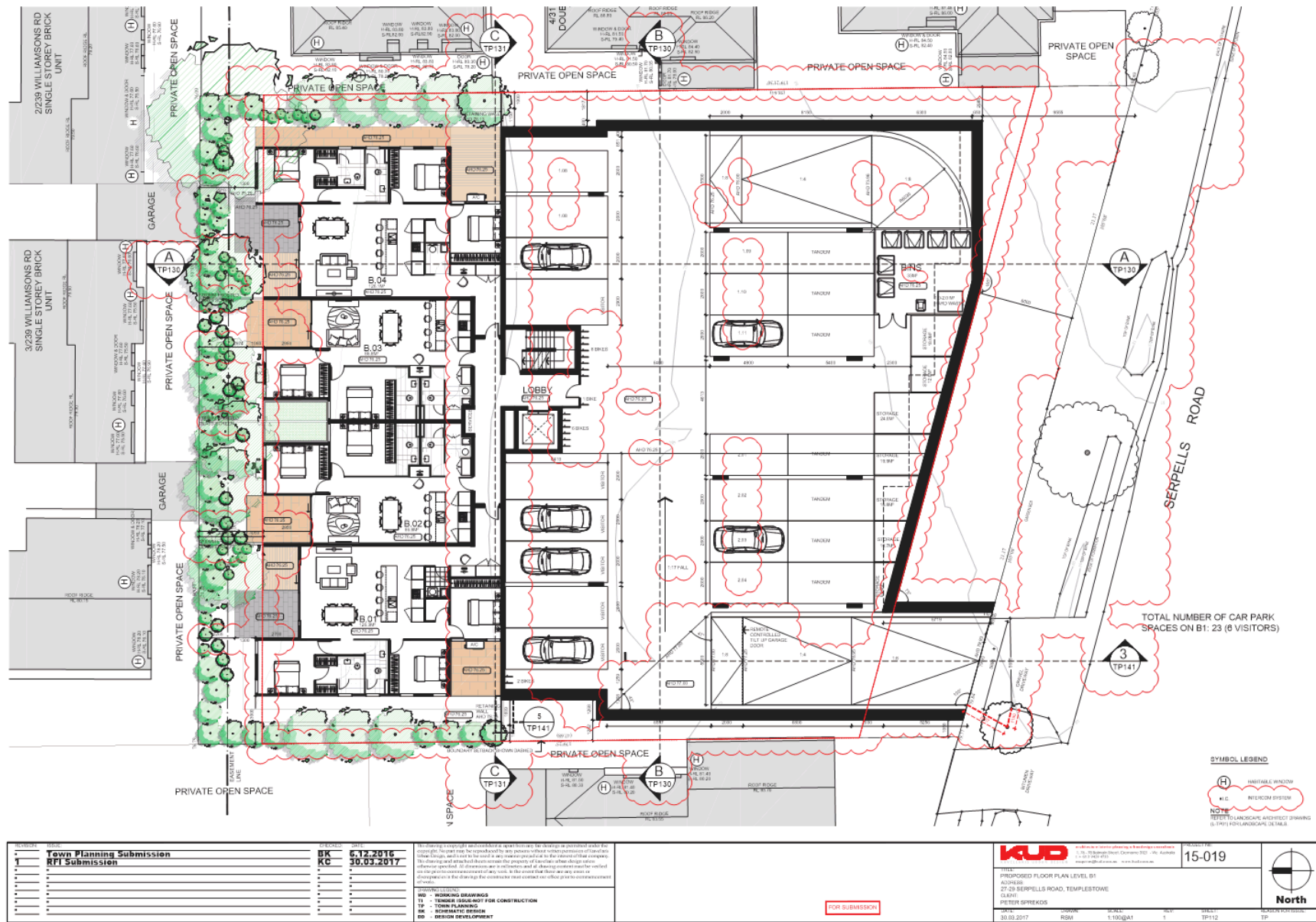
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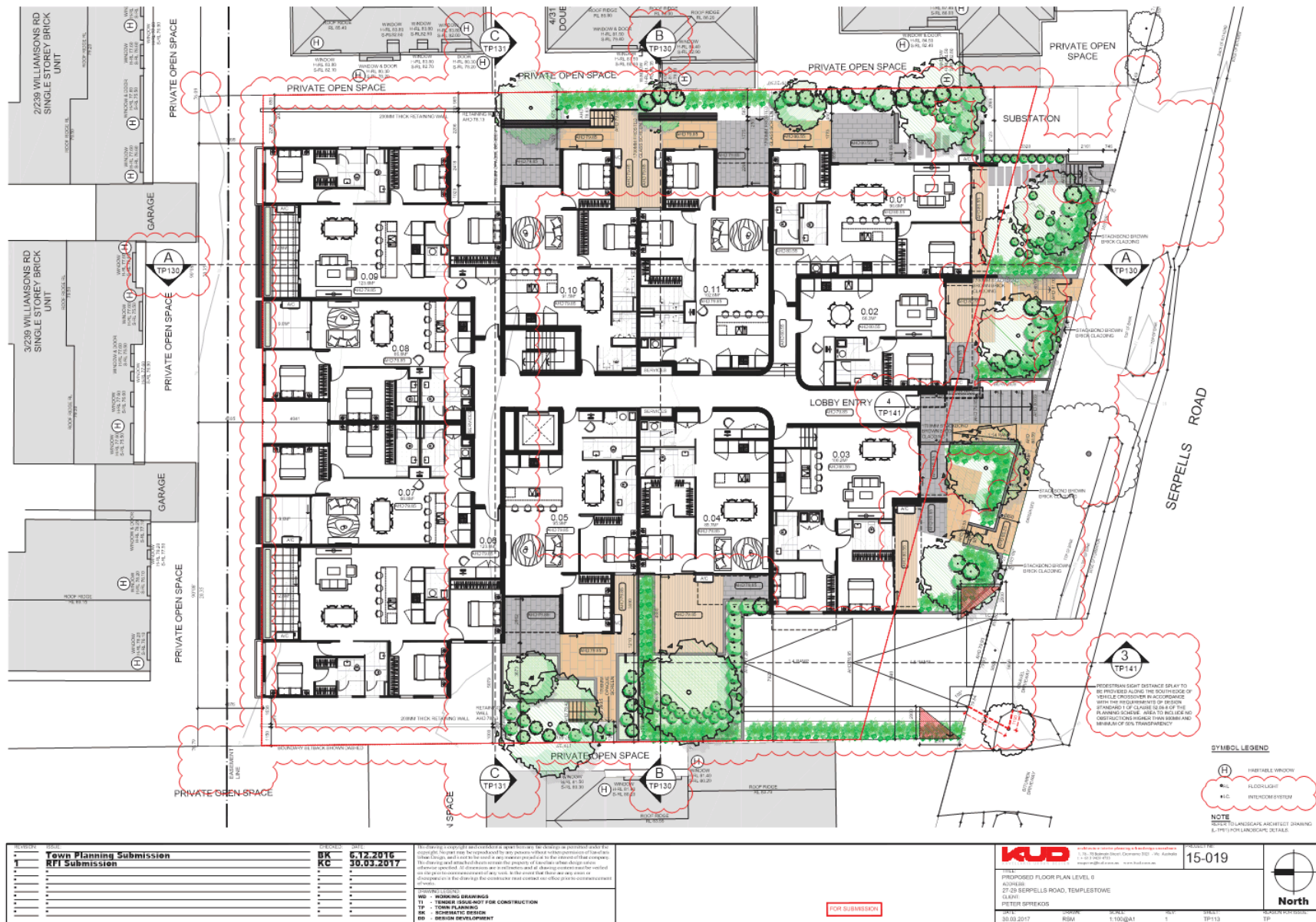
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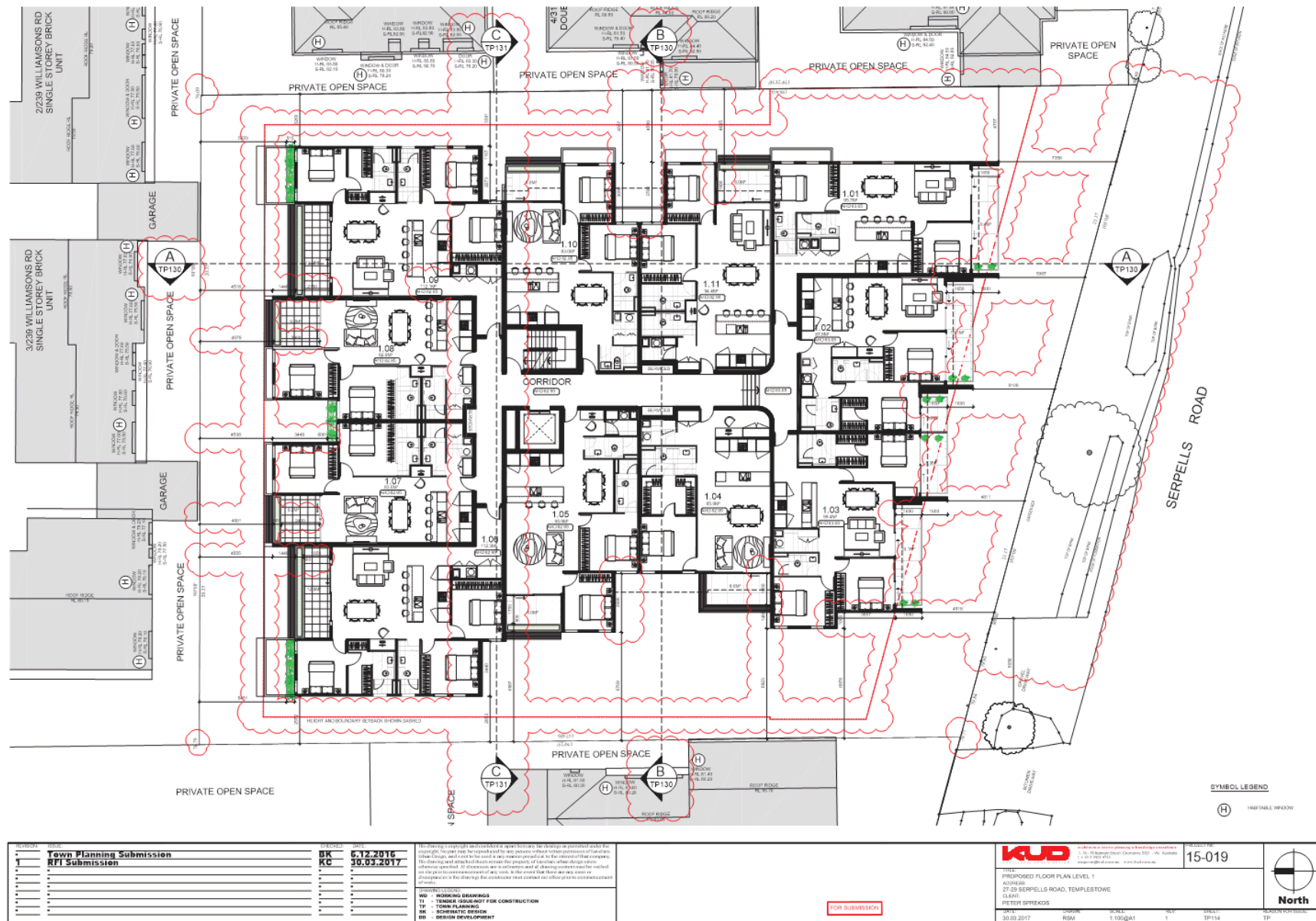
		15-019	
EXISTING CONDITIONS AND DEMOLITION PLANS ADDRESS: 27-29 SERPELLS ROAD, TEMPLESTOWE CLIENT: PETER SPREKOS			
DATE	PROJECT	SCALE	SHEET
30.03.2017	RSM	1:200/DA1	5 OF 10



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REVISION	DATE	DESCRIPTION
1	30.03.2017	RFI Submission

DATE	DESCRIPTION
6.12.2016	BK
30.03.2017	KC

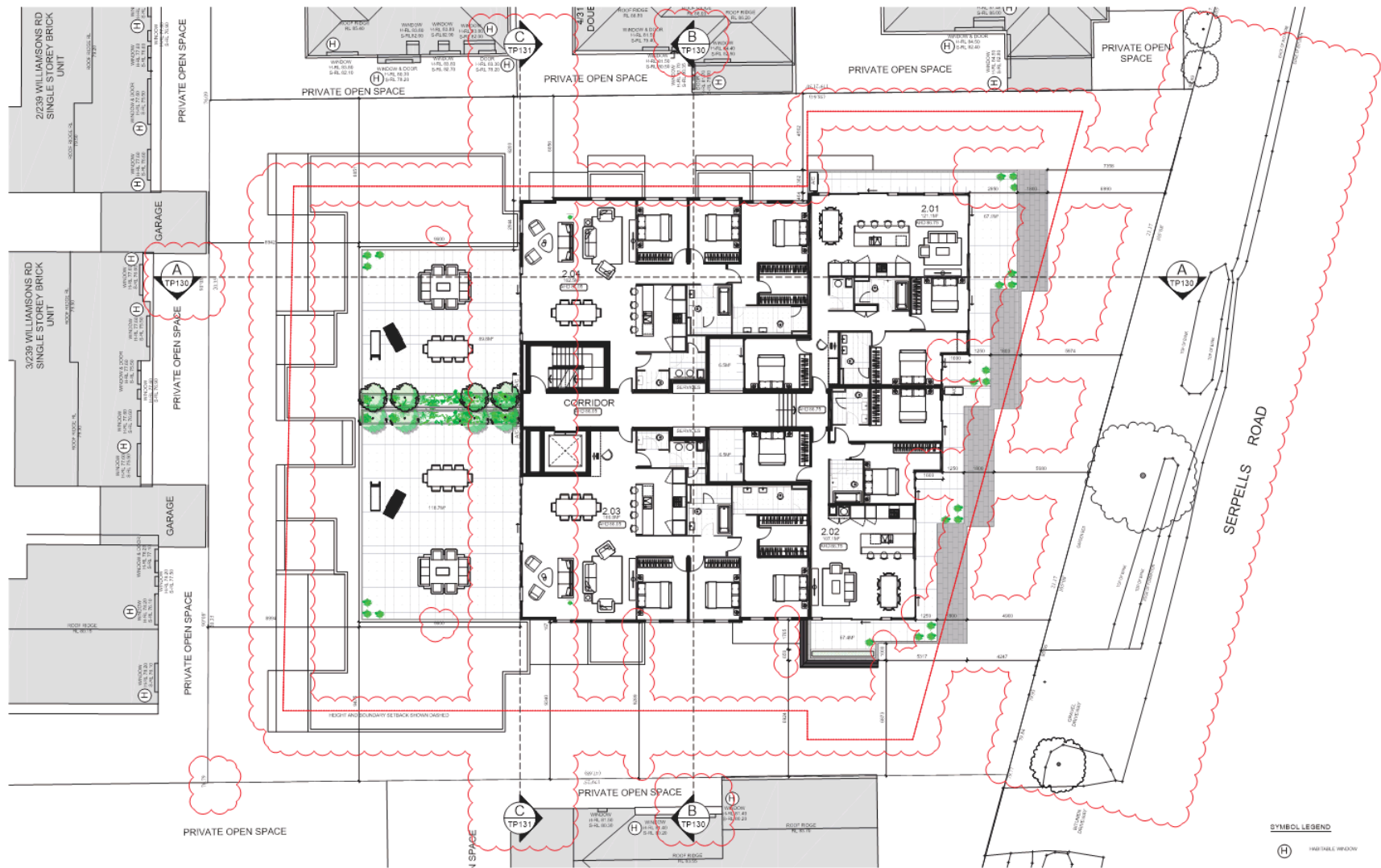
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 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

**FOR SUBMISSION**

		ACCOUNT NO: <b>15-019</b>	 <b>North</b>
TITLE: <b>PROPOSED FLOOR PLAN LEVEL 1</b> ADDRESS: <b>27-29 SERPELLS ROAD, TEMPLESTOWE</b> CLIENT: <b>PETER SPREKOS</b>			
DATE:	DRAWN BY:	CHECKED BY:	SCALE:
30.03.2017	RSM	1:100/GA1	1:100



REVISION	DATE	DESCRIPTION
1	30.03.2017	Town Planning Submission RFI Submission

DATE	6.12.2016
BY	KC
FOR	30.03.2017

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 RD - DESIGN DEVELOPMENT



Account No: 15-019

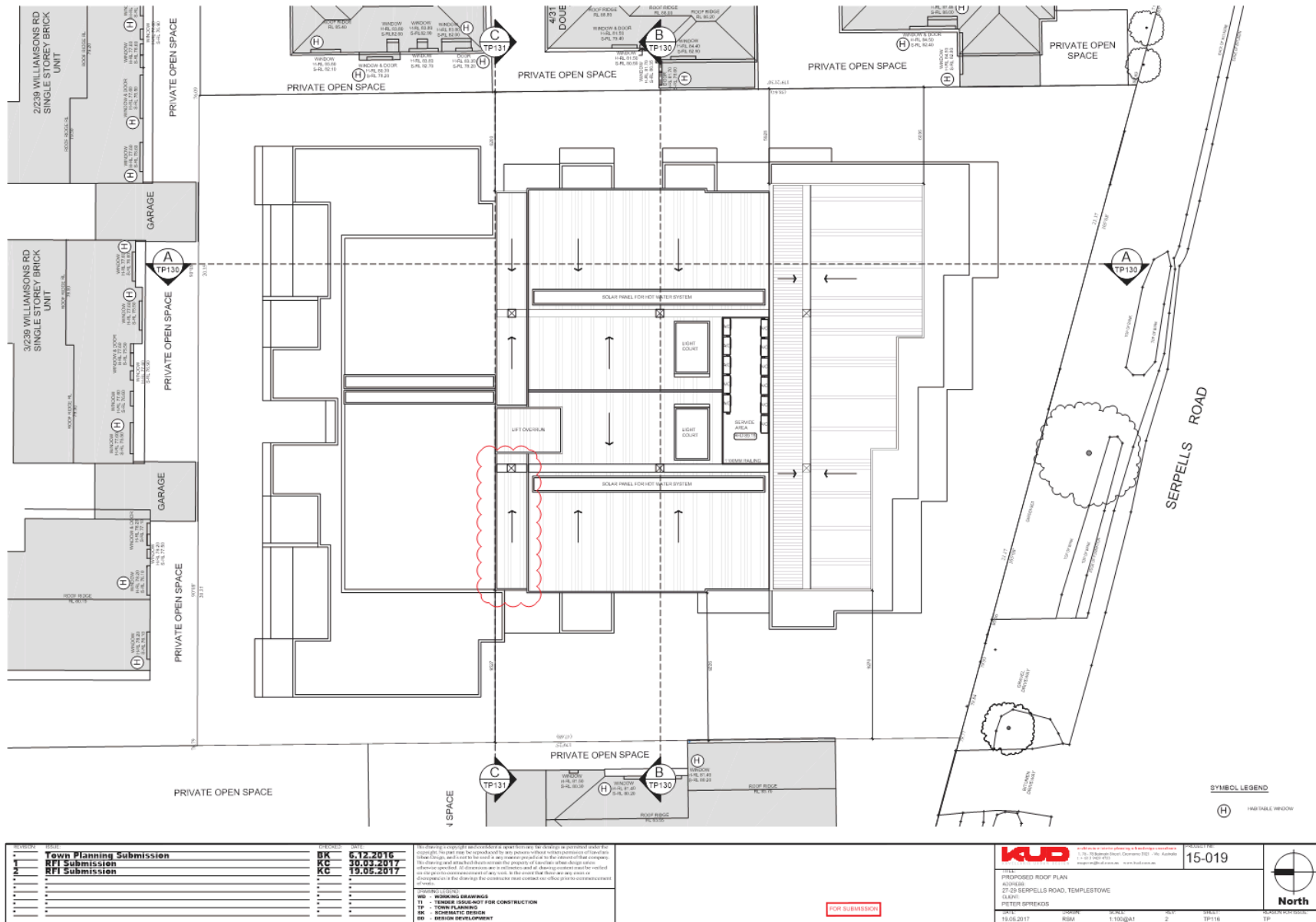


**PROPOSED FLOOR PLAN LEVEL 2**

27-29 SERPELLS ROAD, TEMPLETOWNE

PETER SPREKOS

DATE: 30.03.2017    SCALE: RSM    SHEET: 1 OF 2    SET: TP116



REVISION	DATE	BY	DATE
1	Town Planning Submission	BK	6.12.2016
2	RPI Submission	KC	30.03.2017
3	RPI Submission	KC	19.05.2017
4			
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**SYMBOL LEGEND**  
 H - HABITABLE WINDOW  
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 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

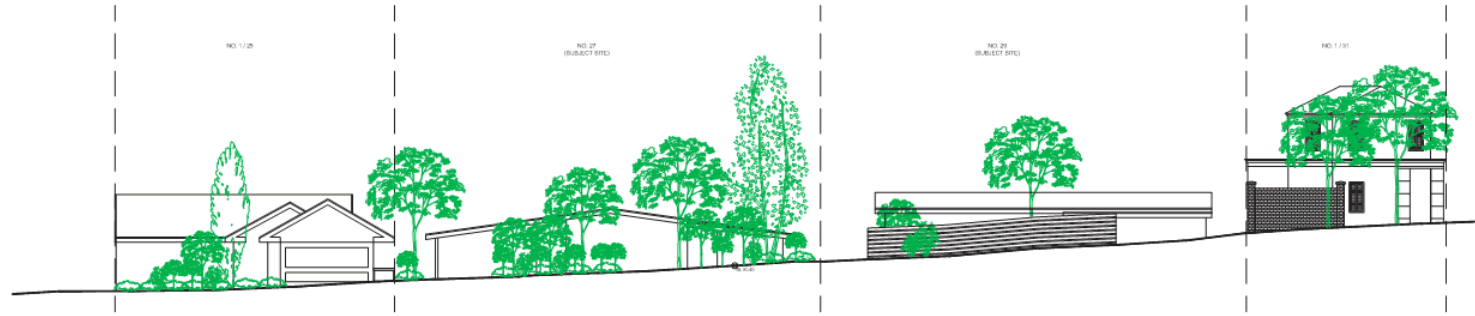
NO.	DESCRIPTION	DATE	BY	DATE
1	PROPOSED ROOF PLAN	27-29 SERPELLS ROAD, TEMPLESTOWE	PETER SPREKOS	19.05.2017
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**KUD**  
KUD CONSULTANTS  
1, 29, 30 Argyle Street, Geelong 3220 VIC, Australia  
Tel: 051 450 2100  
www.kud.com.au

PROJECT NO: **15-019**

DATE: 19.05.2017    DRAWN: RSM    CHECK: 1.TOXGA1    SET: 2    SHEET: TP116    TOTAL SHEETS: TP

North



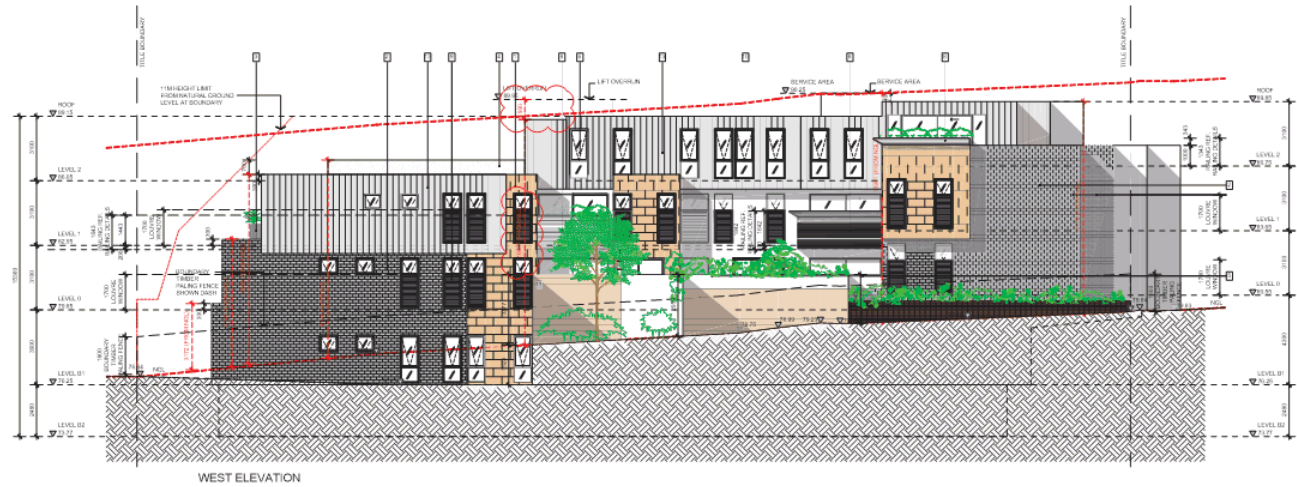
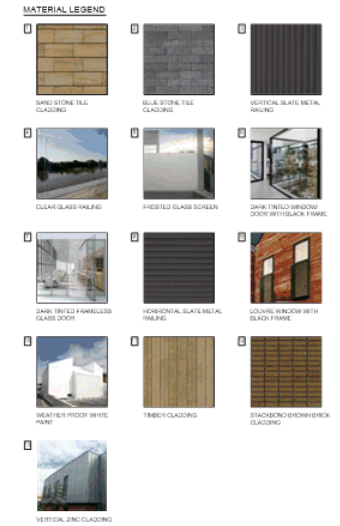
EXISTING STREETScape ELEVATION



PROPOSED STREETScape ELEVATION

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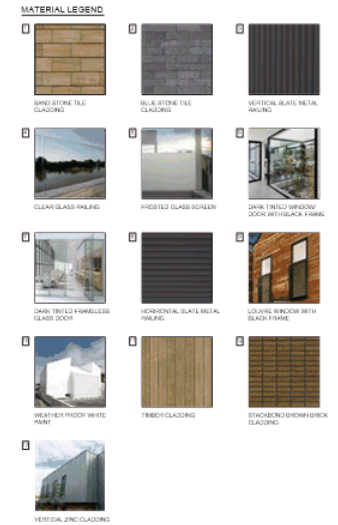




<table border="1"> <tr> <th>REVISION</th> <th>DATE</th> <th>SPECIES</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>Town Planning Submission</td> <td>BK</td> <td>01.12.2016</td> </tr> <tr> <td>2</td> <td>RFI Submission</td> <td>KC</td> <td>30.03.2017</td> </tr> <tr> <td>3</td> <td>RFI Submission</td> <td>KC</td> <td>19.05.2017</td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> <td></td> </tr> <tr> <td>7</td> <td></td> <td></td> <td></td> </tr> <tr> <td>8</td> <td></td> <td></td> <td></td> </tr> <tr> <td>9</td> <td></td> <td></td> <td></td> </tr> <tr> <td>10</td> <td></td> <td></td> <td></td> </tr> </table>	REVISION	DATE	SPECIES	DATE	1	Town Planning Submission	BK	01.12.2016	2	RFI Submission	KC	30.03.2017	3	RFI Submission	KC	19.05.2017	4				5				6				7				8				9				10				<p>We warrant a copyright and condition of sale for the drawings as provided under the copyright legislation. The drawings are to be used by the recipient for the purposes of the project specified. All dimensions are in millimeters and all drawings must be verified on site prior to construction of any work. We warrant that there are no errors or omissions in the drawings for construction that cannot be rectified by the construction of any work.</p> <p>                 DRAWING LISTING:                  WP - WORKING DRAWINGS                  TP - TENDER ISSUE NOT FOR CONSTRUCTION                  TF - TOWN PLANNING                  BK - SCHEMATIC DESIGN                  RD - DESIGN DEVELOPMENT             </p>	<p><b>KUD</b> <small>Architects &amp; Builders</small></p> <p>                 15/16, 20 Argyle Street, Canberra 2602                  G.P.O. Box 970                  Canberra ACT 2601                  Telephone: 02 613 9000                  Email: info@kud.com.au             </p> <p>                 PROJECT NO: 15-019                  PROPOSED ELEVATIONS 1                  27-29 BERRILLS ROAD, TEMPLETOWNE                  CLIENT: PETER SPREKOS             </p> <p>                 DATE: 19.05.2017                  DRAWN: RSM                  CHECKED: 1.10.2017                  SHEET: 2                  OF: 2                  DRAWN BY: PIP             </p>
REVISION	DATE	SPECIES	DATE																																											
1	Town Planning Submission	BK	01.12.2016																																											
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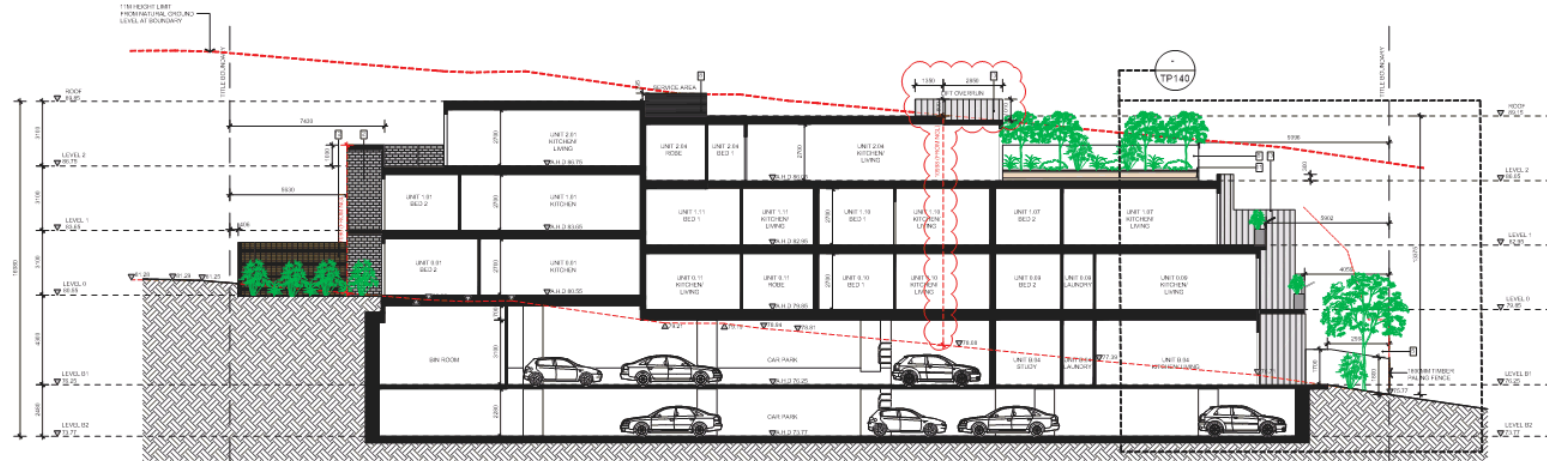


NORTH ELEVATION

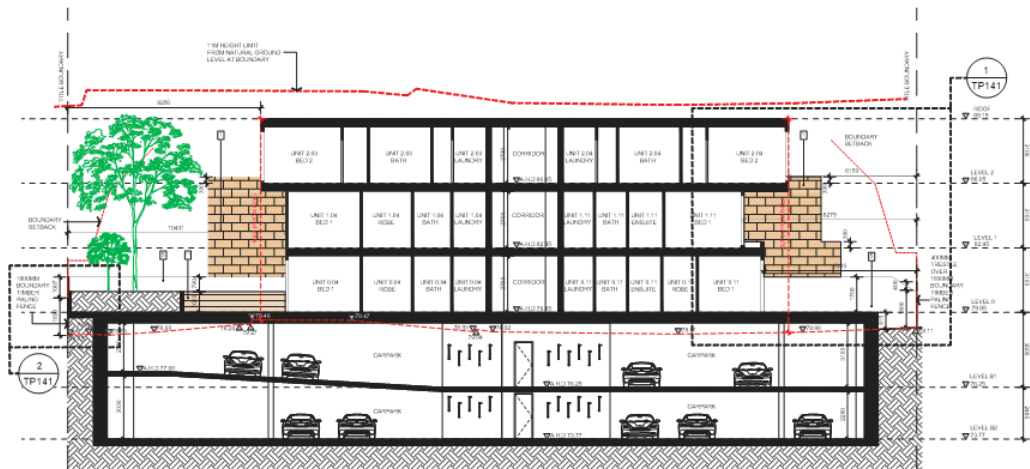


EAST ELEVATION

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REVISION	DATE	SPECIES	DATE																
1	Town Planning Submission	BK	01.12.2016																
2	RPI Submission	KC	30.03.2017																
3	RPI Submission	KC	19.05.2017																



SECTION A



SECTION B

MATERIAL LEGEND

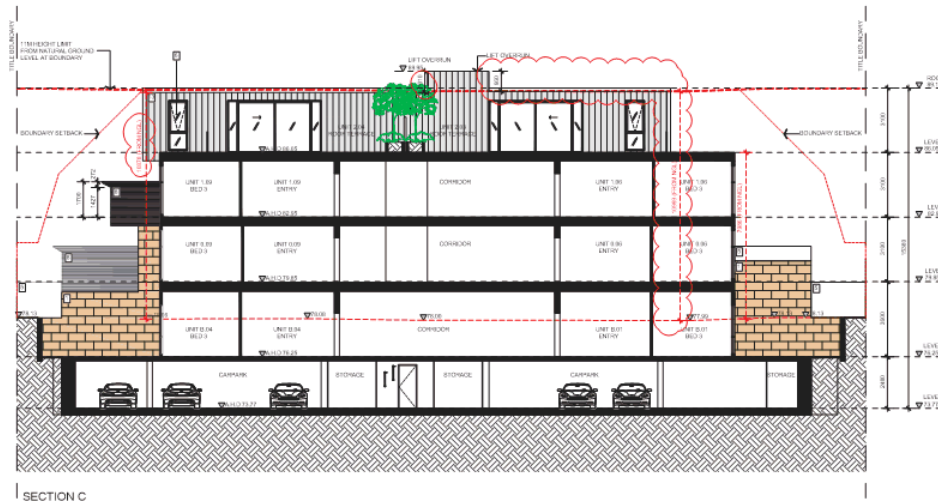

REVISION	DATE	BY	DATE
1	Town Planning Submission	BK	01.12.2016
2	RPI Submission	KC	30.03.2017
3	RPI Submission	KC	19.05.2017

We warrant a copyright and condition of sale for the drawings as provided under the copyright legislation. The drawings are to be used for the construction of the proposed development. No liability shall be accepted for any errors or omissions in the drawings or for any consequences arising from the use of the drawings for any purpose other than that for which they were prepared. No liability shall be accepted for any errors or omissions in the drawings or for any consequences arising from the use of the drawings for any purpose other than that for which they were prepared.

BK - BUILDING DRAWINGS  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - RESIDENTIAL DEVELOPMENT

FOR SUBMISSION

		15-019
PROPOSED SECTIONS 27-29 SERPELLS ROAD, TEMPLETOWE PETER SEPPEKOS		
DATE	BY	SCALE
19.05.2017	BSM	1:100/241



SECTION C

MATERIAL LEGEND

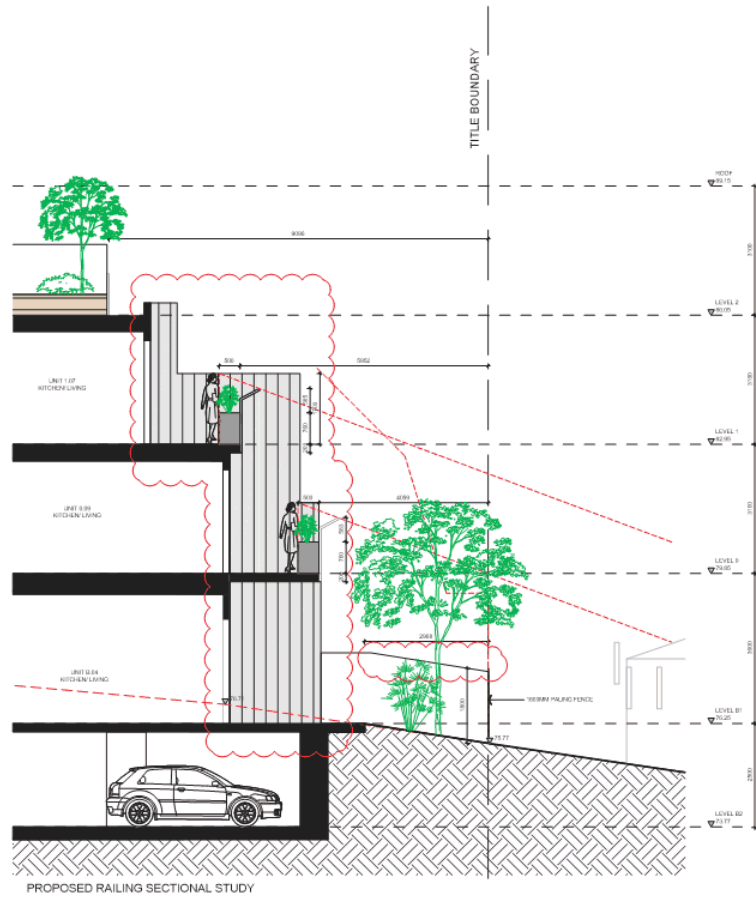

REVISION	DATE	BY	DATE
1	19.05.2017	KC	19.05.2017
2			
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We warrant a copyright and condition of sale for the drawings as provided under the copyright laws of the State of Victoria. The drawings are provided to you for your use only and are not to be used for any other purpose without the written permission of KUD. No liability shall be accepted for any loss or damage, whether direct or indirect, arising from the use of the drawings. All dimensions are in millimeters and all drawings are to be read in accordance with the Australian Standards AS 1100:2011. For more information, please refer to the project brief or contact us at 03 9594 1111.

**KEY**  
 NW - WORKING DRAWINGS  
 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BR - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

FOR SUBMISSION

		PROJECT NO. <b>15-019</b>
PROPOSED SECTION 27-29 SERPELLS ROAD, TEMPLESTOWE CLIENT PETER SEPPEKOS		
DATE	DRAWN	CHECKED
19.05.2017	RSB	1 TOUGAL
SHEET	NO.	OF
1	1	1
SCALE	DATE	BY
1:100	19/05/17	RSB



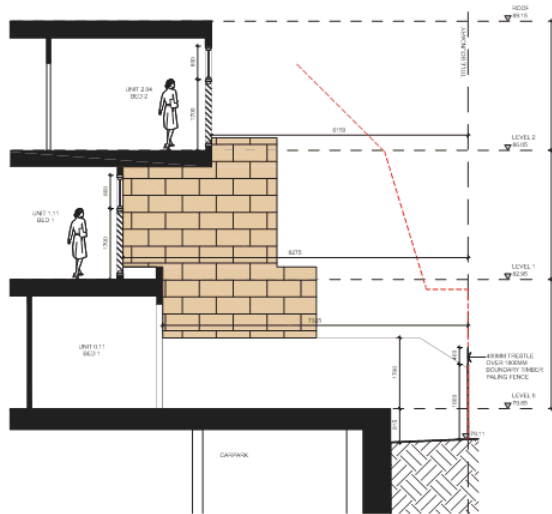
REVISION	DATE	SPECIES	DATE
1		BK	6.12.2016
		KC	30.03.2017

We warrant a copyright will exist in a draft for drawings as provided under the copyright. The draft may be reproduced by any person without written permission of KUD unless stated otherwise. We warrant that the work is also owned by KUD unless otherwise specified. All drawings are to reference and all drawings must be sealed and signed by a registered professional. We warrant that the drawings are the property of KUD and shall remain the property of KUD. No part of the drawings shall be used or reproduced in any form without the written consent of KUD. We warrant that the drawings are the property of KUD and shall remain the property of KUD. No part of the drawings shall be used or reproduced in any form without the written consent of KUD.

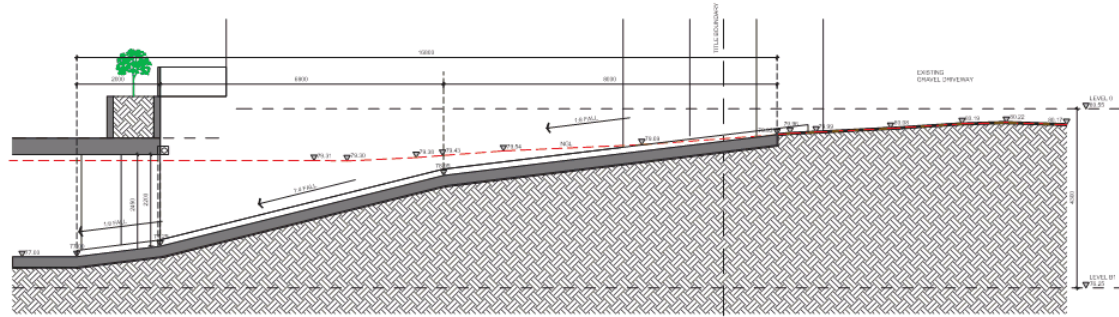
**WORKING DRAWINGS**  
**TD - TENDER ISSUE NOT FOR CONSTRUCTION**  
**TP - TOWN PLANNING**  
**BK - SCHEMATIC DESIGN**  
**RD - DESIGN DEVELOPMENT**

FOR SUBMISSION

<b>KUD</b>		15-019	
PROPOSED RAILING SECTIONAL STUDY 27-29 SERPILLS ROAD, TEMPLETOWE PETER SEPPEKOS			
DATE	PROJECT	SCALE	SHEET
30.03.2017	RSB	1:50/41	5
DRAWN BY: PETER SEPPEKOS			CHECKED BY: TP



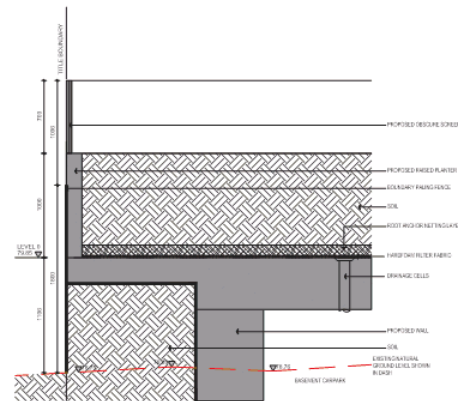
1 PROPOSED LOUVRE WINDOW SECTIONAL STUDY  
TP130 1:50



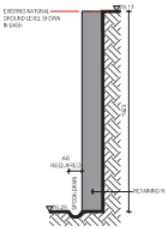
3 STREET TO BASEMENT LONGITUDINAL SECTION  
TP112 1:50



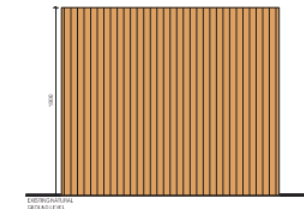
4 PROPOSED SURFACE MOUNTED MAILBOXES (30 UNITS)  
TP113 1:20



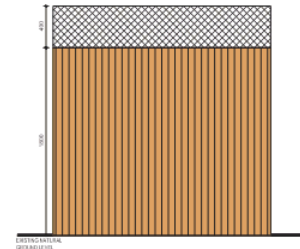
2 PROPOSED RAISED PLANTER DETAILS  
TP130 1:20



5 PROPOSED RETAINING WALL DETAILS  
TP112 1:20



6 PROPOSED TYPE 1 BOUNDARY TIMBER PALING FENCE  
TP112 1:20



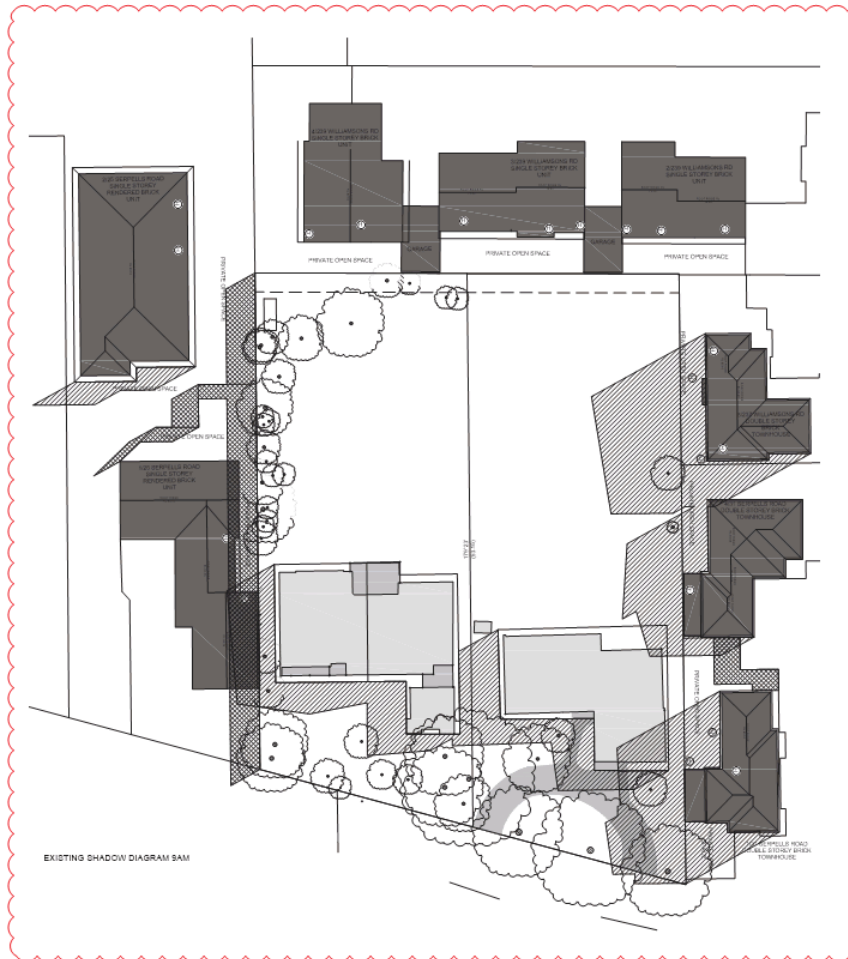
7 PROPOSED TYPE 2 BOUNDARY TIMBER PALING FENCE WITH TRESTLE OVER  
TP112 1:20

REVISION	DATE	SPECIES	DATE
1	10.03.2017	KC	10.03.2017
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We warrant a copyright will condition apart from the drawings as provided under the copyright (except that the copyright will be retained by the author of the drawings) if the drawings are used for any purpose other than that for which they were prepared. No liability shall be accepted for any error or omission in the drawings or for any loss or damage caused by their use. The drawings are provided for information only and do not constitute an offer of any service. The drawings are provided for information only and do not constitute an offer of any service. The drawings are provided for information only and do not constitute an offer of any service.

PROPOSED DRAWINGS  
 TP - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

		15-019
PROPOSED DETAILS 27-29 BERRILLS ROAD, TEMPLESTOWE CLARENCE PETER SPREKOS		
DATE	DRAWN	CHECKED
20.03.2017	RSB	AS SHOWN@J41
SCALE	DATE	BY
		TP141
PROJECT NO	DATE	BY
		TP



EXISTING SHADOW DIAGRAM SAM



PROPOSED SHADOW DIAGRAM SAM

**SHADOW DIAGRAM OF 22ND SEPTEMBER**  
 SHADOW CAST AT 3AM

- PROPOSED DEVELOPMENT SHADOW
- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY EXISTING FENCES

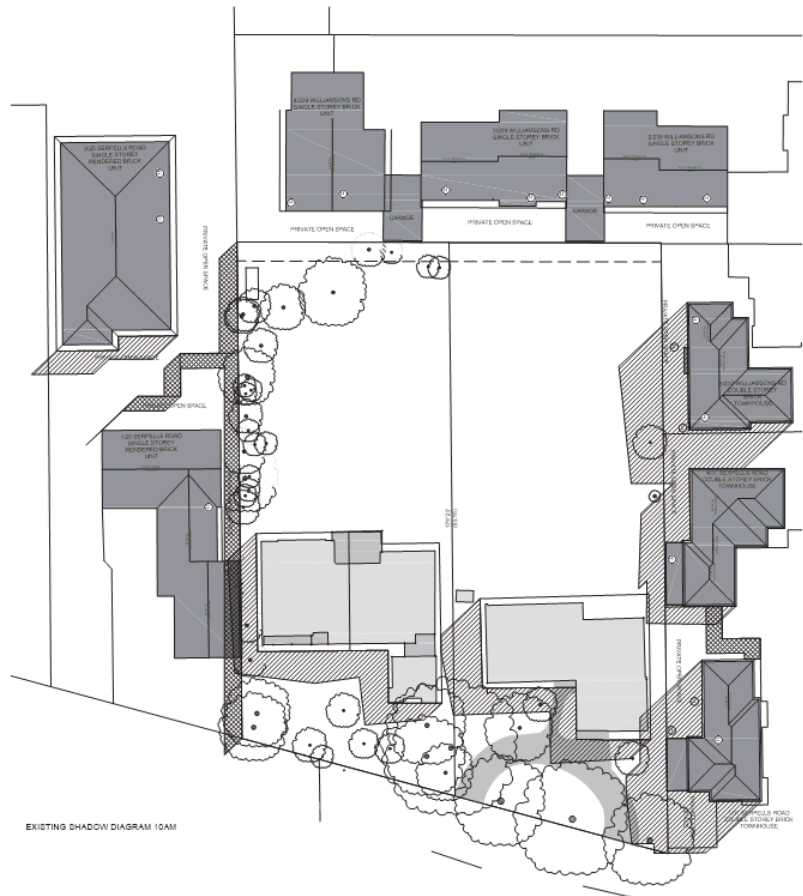
REVISION	DATE	SPECIES	DATE
1		BK	6.12.2016
2		KC	30.03.2017

We warrant a copyright and condition of sale for the drawings as provided under the copyright. The client must be responsible for any person without written permission of the architect. The client must be responsible for any person without written permission of the architect. The client must be responsible for any person without written permission of the architect. The client must be responsible for any person without written permission of the architect.

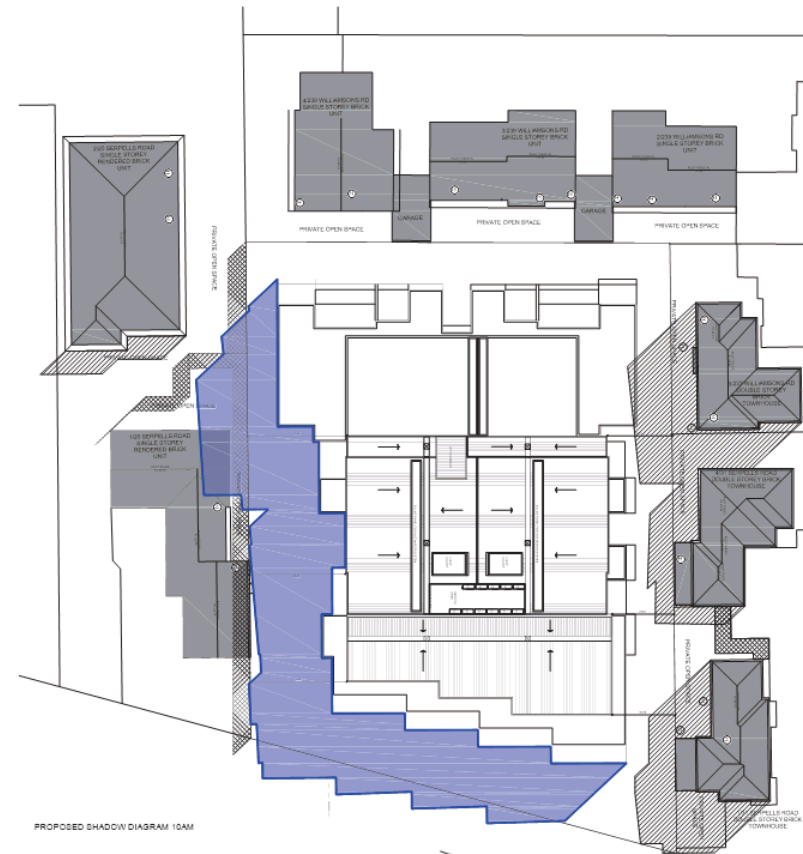
**DRAWING STATUS**  
 BK - BOOKING DRAWINGS  
 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

FOR SUBMISSION

		15-019	
PROPOSED SHADOW DIAGRAMS SAM 27-29 SERPELLS ROAD, TEMPLESTOWE PETER SEPPEKOS			
DATE	PROJECT	SCALE	DATE
30.03.2017	RSM	1:50XGA1	30.03.2017



EXISTING SHADOW DIAGRAM 10AM



PROPOSED SHADOW DIAGRAM 10AM

SHADOW DIAGRAM OF 22ND SEPTEMBER

SHADOW CAST AT 10AM

- PROPOSED DEVELOPMENT SHADOW
- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY EXISTING FENCES

REVISION	DATE	SPECIES	DATE
1	20.03.2017	KC	20.03.2017
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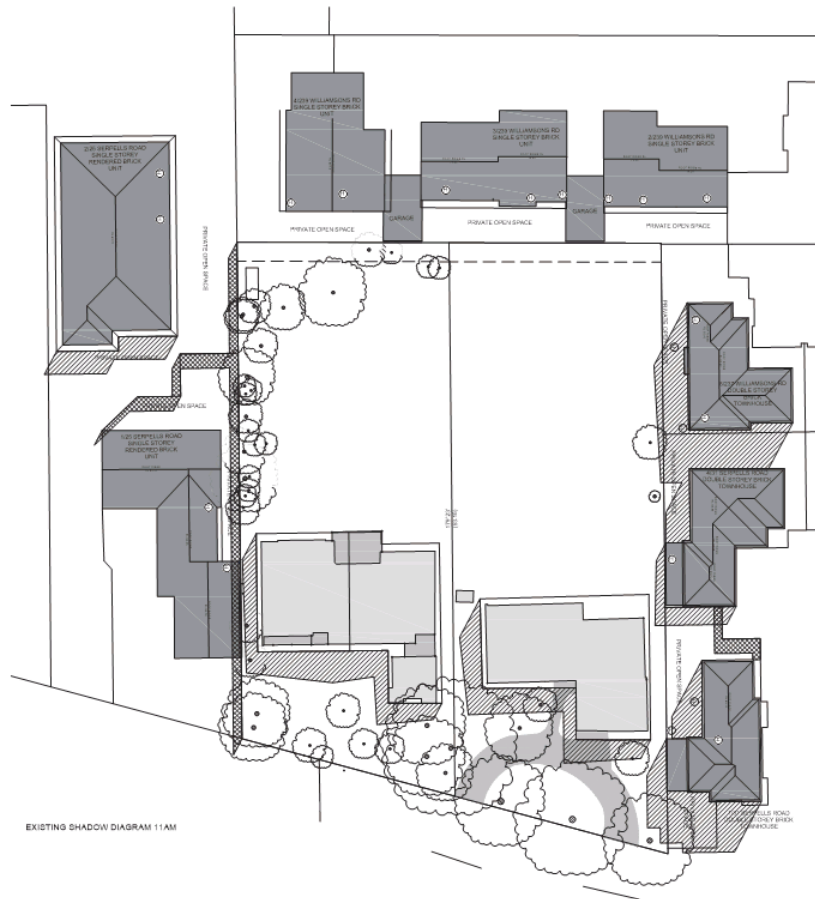
We warrant a copyright and condition of sale for drawings as provided under the copyright (except that they may be reproduced by any person without written permission of KUD) unless stated otherwise in the text of any drawing produced by the client or their agent. No liability shall be accepted for any errors or omissions in the drawings or for any damage or loss of any kind, whether or not caused by the drawings, or for any delay in the completion of any work, or for any other loss or damage, arising from the drawings, or for any other loss or damage, arising from the drawings, or for any other loss or damage, arising from the drawings.

DRAWING LISTING:  
 WP - WORKING DRAWINGS  
 T1 - TENDER ISSUE/NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - RESIDUAL DEVELOPMENT

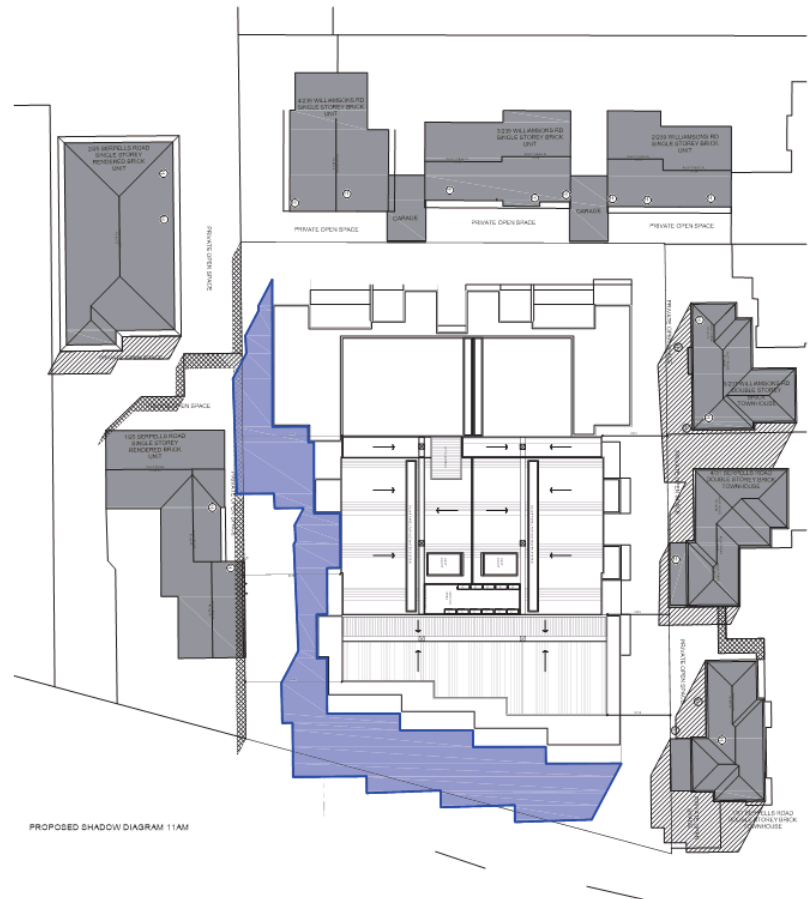
FOR SUBMISSION

		15-019 
PROPOSED SHADOW DIAGRAMS 10AM 27-29 SERPELLS ROAD, TEMPLETOWE PETER SEPPEKOS		
DATE	PROJECT	SCALE
20.03.2017	RSB	1:500/2A1





EXISTING SHADOW DIAGRAM 11AM



PROPOSED SHADOW DIAGRAM 11AM

SHADOW DIAGRAM OF 22ND SEPTEMBER  
SHADOW CAST AT 11AM

- PROPOSED DEVELOPMENT SHADOW
- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY EXISTING FENCES

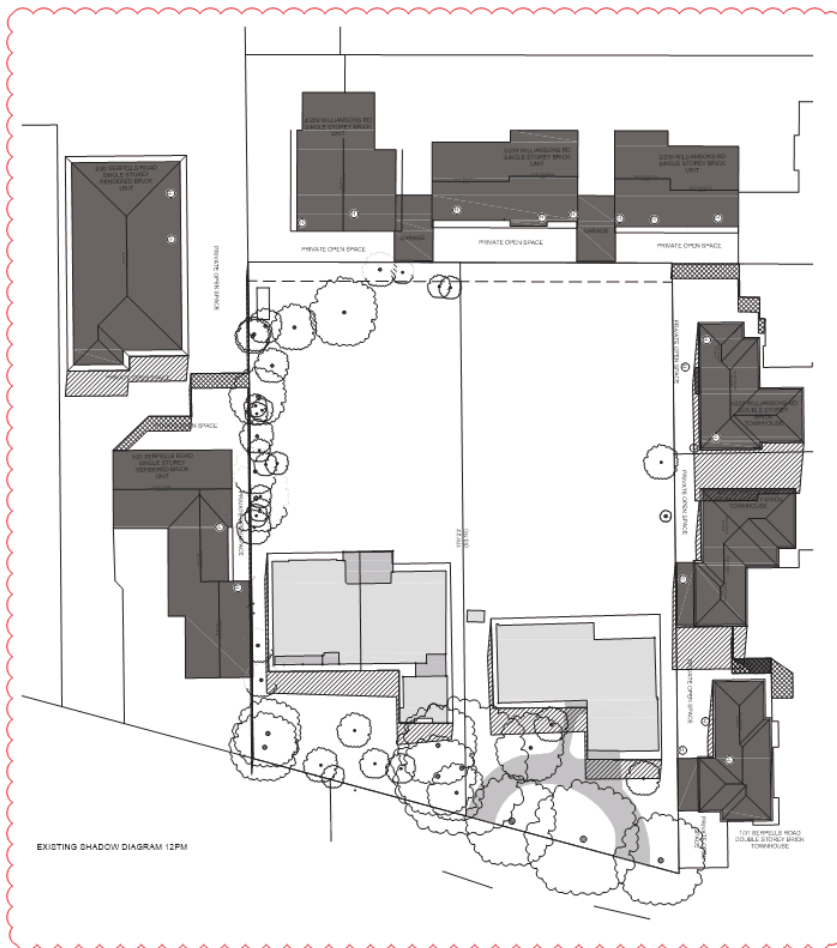
REVISION	DATE	SPECIES	DATE
1	20.03.2017	KC	20.03.2017
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We warrant a copyright and condition of sale for the drawings as provided under the copyright. The drawings are to be used for the purposes of the project only and are not to be used for any other purpose without the written consent of the author. No liability shall be accepted for any loss or damage caused by the use of the drawings. The drawings are to be used for the purposes of the project only and are not to be used for any other purpose without the written consent of the author.

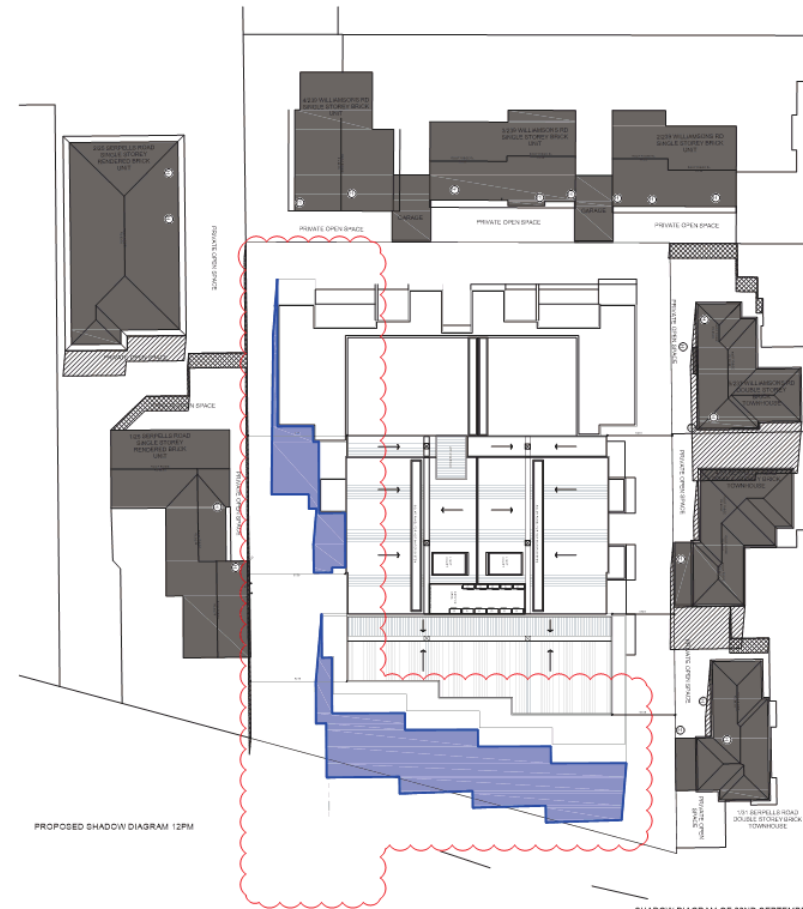
DRAWING LISTING:  
 WP - WORKING DRAWINGS  
 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

FOR SUBMISSION

<b>KUD</b>		15-019	
PROPOSED SHADOW DIAGRAM 11AM			
ADDRESS: 27-29 SERPELLS ROAD, TEMPLESTOWE			
DRAWN: PETER SEPPEKOS			
DATE: 20.03.2017	PROJECT: RSM	SCALE: 1:500(DA1)	TYPE: SHED (2)



EXISTING SHADOW DIAGRAM 12PM



PROPOSED SHADOW DIAGRAM 12PM

SHADOW DIAGRAM OF 22ND SEPTEMBER

SHADOW CAST AT 12PM

- PROPOSED DEVELOPMENT SHADOW
- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY EXISTING FENCES

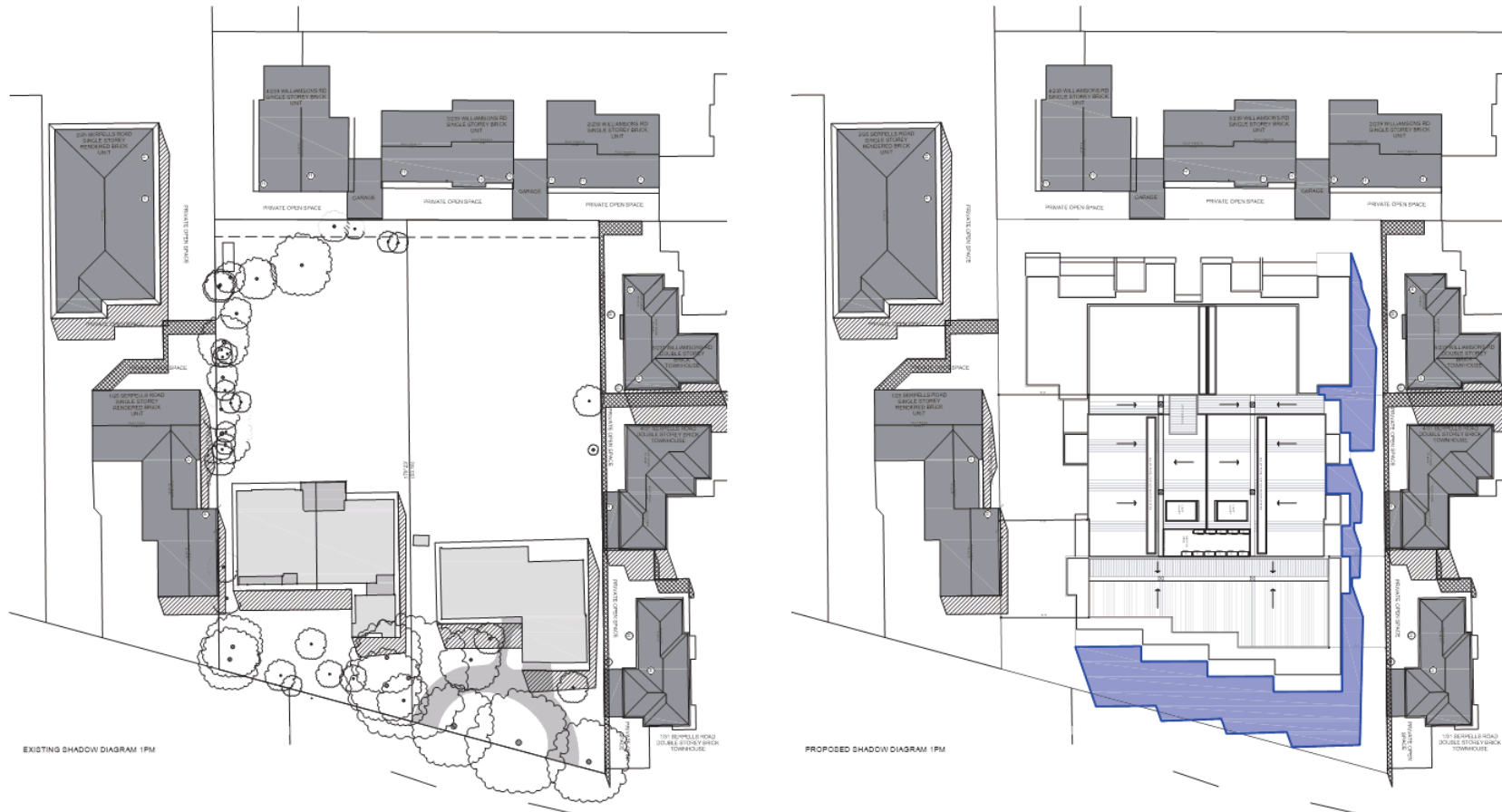
REVISION	DATE	BY	DATE
1		BK	6.12.2016
		KC	30.03.2017

We warrant a copyright and condition of sale for the drawings as provided under the copyright terms may be reproduced by any person without written permission of KUD unless design, which may be used in any manner provided in the contract or that otherwise specified. All dimensions are in millimeters and all drawings must be used in conjunction with the conditions of sale. We warrant that the drawings are the work of the draughtsperson in the drawings the contractor must contact our office prior to commencement of work.

**DRIVING DIRECTIONS**  
**NS** - FINISHING DRAWINGS  
**T1** - TENDER ISSUE NOT FOR CONSTRUCTION  
**TF** - TOWN PLANNING  
**SK** - SCHEMATIC DESIGN  
**RD** - RESERVE DEVELOPMENT

FOR SUBMISSION

		15-019	
PROPOSED SHADOW DIAGRAMS 12PM 27-29 SERPILLS ROAD, TEMPLETOWE CLARENCE PETER SEPPEKOS			
DATE	DRAWN	CHECKED	SCALE
30.03.2017	RSB	1.5X/2X/4X	1:1



SHADOW DIAGRAM OF 22ND SEPTEMBER  
SHADOW CAST AT 1PM  
 ■ PROPOSED DEVELOPMENT SHADOW  
 ■ SHADOW CAST BY EXISTING BUILDINGS  
 ■ SHADOW CAST BY EXISTING FENCES

REVISION	DATE	SPECIES	DATE
1	RFI Submission	KC	30.03.2017
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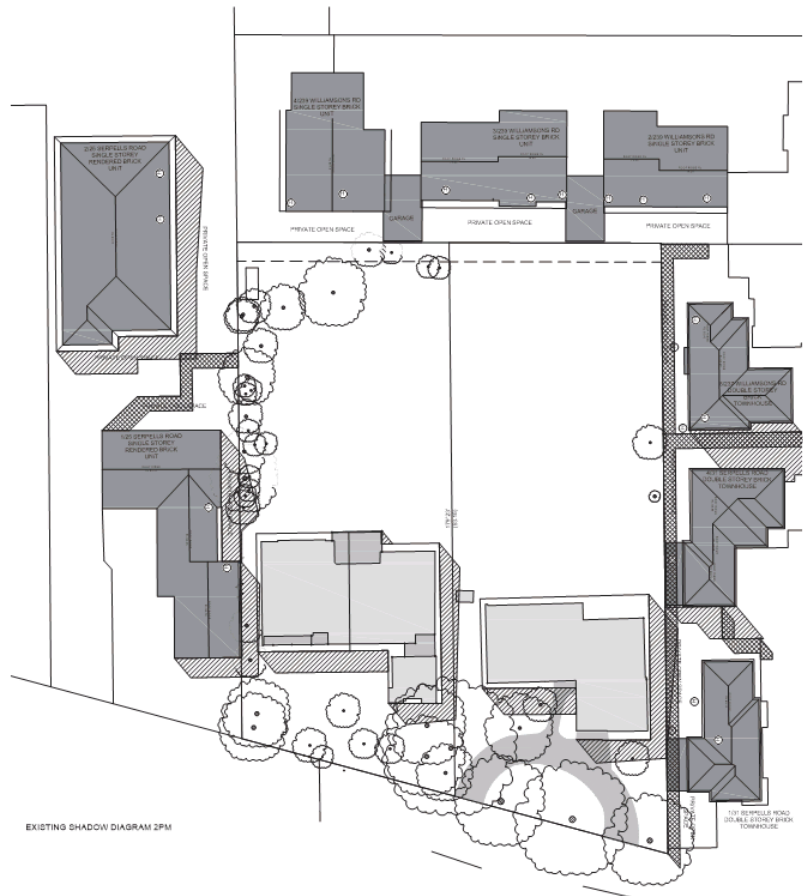
We warrant copyright and control in all drawings and designs prepared under the copyright that may be reproduced by any person without written permission of KUD. All drawings and designs shall be used in accordance with the conditions of use specified. All drawings are to be used as a guide only and do not constitute an offer of any services. We warrant that there are no errors or omissions in the drawings that constitute a material breach of the contract between us.

DRAWING STATUS:  
 WP - WORKING DRAWINGS  
 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - RESIDUAL DEVELOPMENT

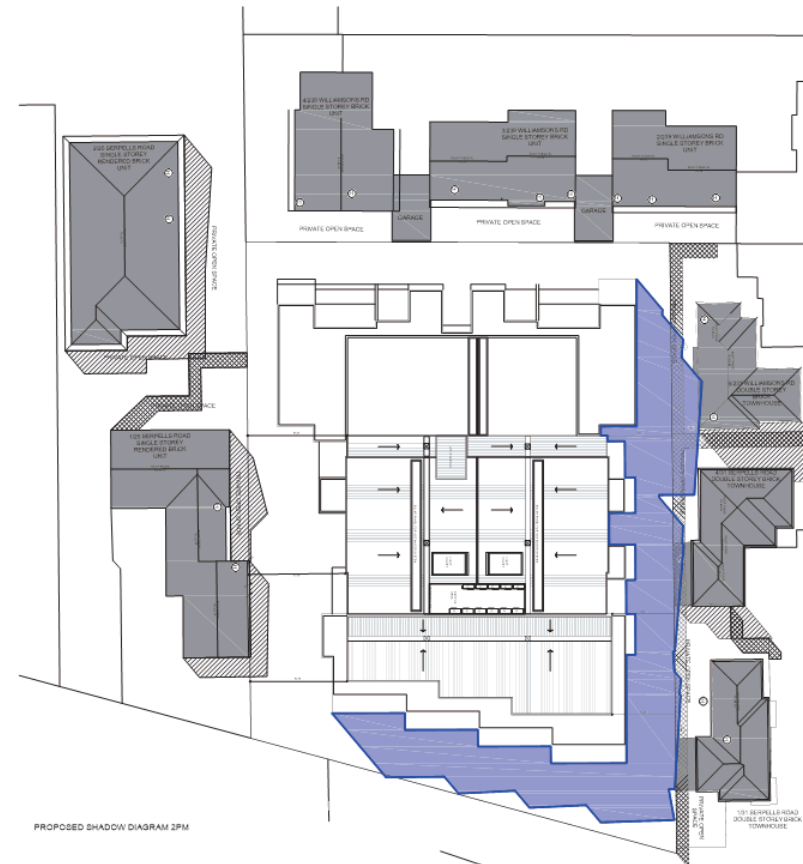
FOR SUBMISSION

		15-019	
PROPOSED SHADOW DIAGRAMS 1PM 27-29 SERPELLS ROAD, TEMPLESTOWE CLIENT: PETER SEPPEKOS			
DATE	DRAWN	CHECKED	SCALE
30.03.2017	BSM	LSX/DGA1	1:500 (T)





EXISTING SHADOW DIAGRAM 2PM



PROPOSED SHADOW DIAGRAM 2PM

SHADOW DIAGRAM OF 22ND SEPTEMBER

SHADOW CAST AT 2PM

- PROPOSED DEVELOPMENT SHADOW
- SHADOW CAST BY EXISTING BUILDINGS
- SHADOW CAST BY EXISTING FENCES

REVISION	DATE	SPECIES	DATE
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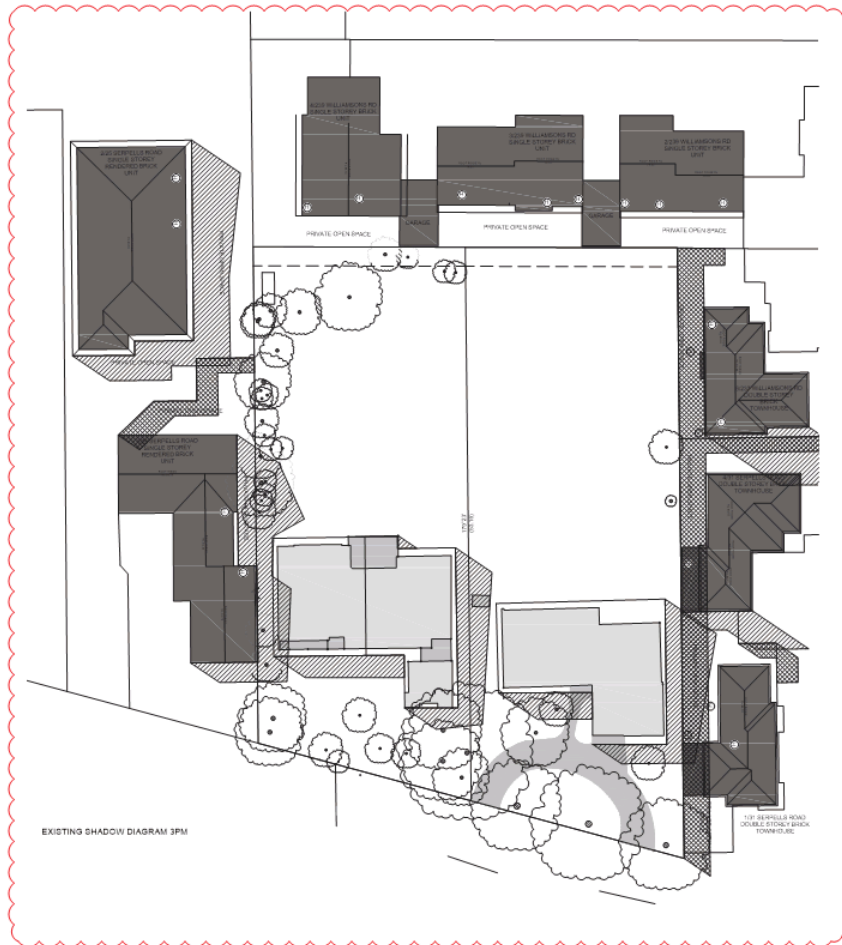
We warrant a copyright and condition of sale for the drawings as provided under the copyright. The drawings are to be used by the person without limitation of liability. The drawings are to be used in the project and for the project only. No other use is permitted without the written consent of the author. The drawings are to be used in the project and for the project only. No other use is permitted without the written consent of the author.

01 - PROPOSAL  
 02 - PRELIMINARY DRAWINGS  
 03 - TENDER ISSUE/DOT FOR CONSTRUCTION  
 04 - TOWN PLANNING  
 05 - SCHEMATIC DESIGN  
 06 - DESIGN DEVELOPMENT

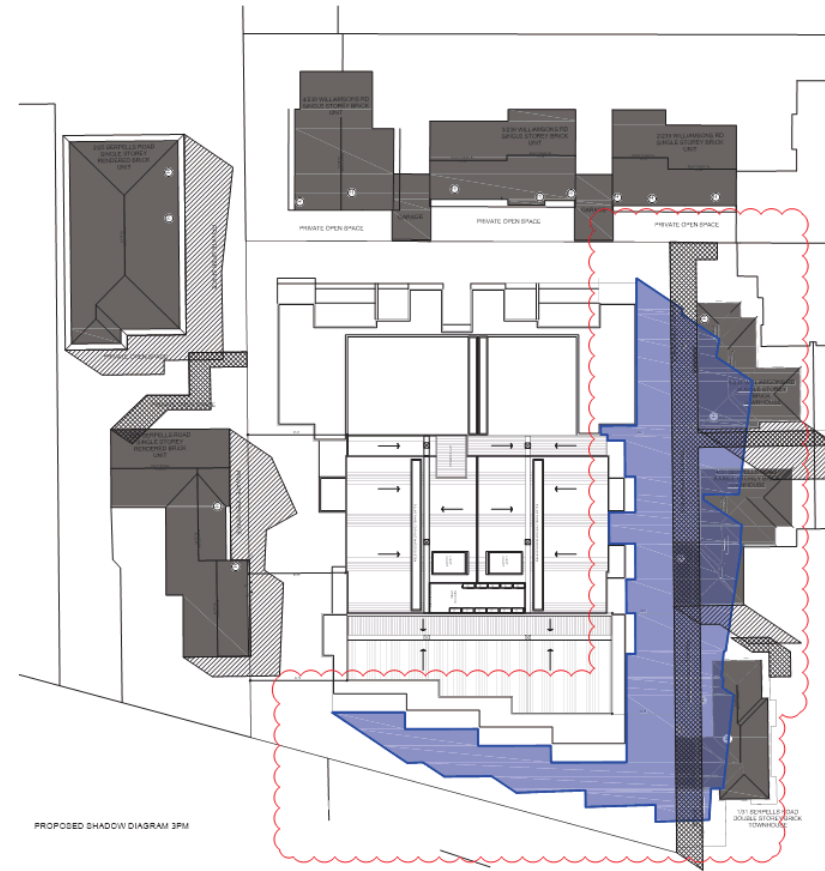
FOR SUBMISSION

		15-019	
PROPOSED SHADOW DIAGRAMS 2PM 27-29 BERWILLE ROAD, TEMPLESTOWE			
PETER SEPPEKOS			
DATE	BY	SCALE	REV
20.03.2017	RSB	1:500/241	01





EXISTING SHADOW DIAGRAM 3PM



PROPOSED SHADOW DIAGRAM 3PM

SHADOW DIAGRAM OF 22ND SEPTEMBER



REVISION	DATE	SPECIALIST	DATE
1	Town Planning Submission RFI Submission	BK KC	6.12.2016 30.03.2017

We warrant copyright and conditions of sale for drawings as provided under the copyright licence from the copyright owner. We warrant that the drawings are provided as a guide only and that they are not to be used for any other purpose without our written consent. We warrant that the drawings are provided as a guide only and that they are not to be used for any other purpose without our written consent. We warrant that the drawings are provided as a guide only and that they are not to be used for any other purpose without our written consent. We warrant that the drawings are provided as a guide only and that they are not to be used for any other purpose without our written consent.

NP - WORKING DRAWINGS  
 T1 - TENDER ISSUE NOT FOR CONSTRUCTION  
 TP - TOWN PLANNING  
 BK - SCHEMATIC DESIGN  
 RD - DESIGN DEVELOPMENT

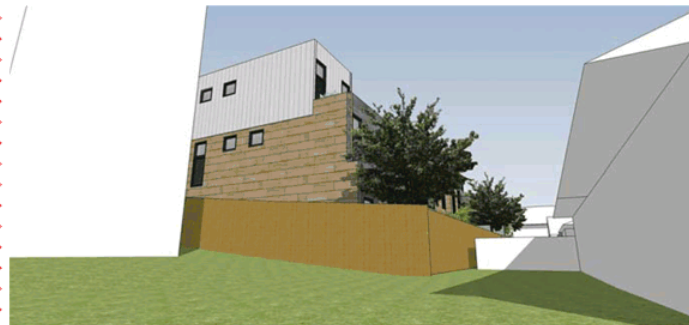
FOR SUBMISSION

		15-019	
PROPOSED SHADOW DIAGRAMS 3PM 60/60/60 27-29 SERPELLS ROAD, TEMPLESTOWE QLD 4121 PETER SEPPEKOS			
DATE	DRAWN	SCALE	SHEET
30.03.2017	BSM	1:500/0A1	5





SOUTH WEST INTERFACE (SERPELLS ROAD)



NORTH EAST INTERFACE



NORTH WEST INTERFACE



SOUTH EAST INTERFACE (SERPELLS ROAD)

Window Performances	Frame Type	Glazing	Required Performance - U-Value	Required Performance - SHGC Value
<b>Class 2 - Apartments</b>				
<b>All Apartments</b>	Aluminium	Double Clear	4.80	0.59
<b>All Fixed &amp; Sliding Windows &amp; Doors</b>	Aluminium	Double Clear	4.80	0.59
<b>All Fixed &amp; Sliding Windows &amp; Doors</b>	Aluminium	Double Clear	4.80	0.59

**Energy Efficiency Requirements - Summary**

**Window Glazing**

Window Glazing	Requirement
Window Glazing	Refer to table schedule
Window Glazing	Refer to table schedule
Window Glazing	Refer to table schedule
Window Glazing	Refer to table schedule

Sustainability Initiatives	Requirement
<b>Thermal Performance Modeling</b>	Thermal Performance Modeling shall be completed in accordance with the requirements of the relevant standards. The report shall be submitted to the Council for review.
<b>Water &amp; Wastewater</b>	Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments.
<b>Water Efficient Fixtures</b>	Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments.
<b>Water Efficient Fixtures</b>	Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments. Water efficient fixtures shall be installed in all apartments.

REVISION	DATE	DESCRIPTION
1	30.03.2017	Town Planning Submission RFI Submission
2		
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**FOR SUBMISSION**

**KUD**

FRONT AND SIDE INTERFACE 3D IMAGES

27-29 SERPELLS ROAD, TEMPLESTOWE

CLARK PETER SPREKOS

DATE: 30.03.2017

15-019

## 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 32.08 General Residential 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 32.08 General Residential 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 encourage development that respects the neighbourhood character of the area.*
- *To implement neighbourhood character policy and adopted neighbourhood character guidelines.*
- *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*
- *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 and construct front fence within 3 metres of a street if the fence is associated with 2 more dwellings on a lot or a residential building and exceeds the maximum height specified in Clause 55.06-2.

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 2

Sub-Precinct	Maximum Building Height	Condition regarding minimum land size	Street setback
DDO8-2 (Sub-precinct A)	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"> <li>• Minimum front street setback is the distance specified in Clause 54.03-1 or 6 metres, whichever is the lesser</li> <li>• Minimum side street setback is the distance specified in Clause 54.03-1</li> </ul> For two or more dwellings on a lot or a residential building: <ul style="list-style-type: none"> <li>• Minimum front street setback is the distance specified in Clause 55.03-1 or 6 metres, whichever is the lesser</li> <li>• Minimum side street setback is the</li> </ul>

	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 1,800m<sup>2</sup>. 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 1,800m<sup>2</sup> 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 1800m<sup>2</sup>. 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 1800m<sup>2</sup> must all be in the same sub-precinct. In this

sub-precinct, if a lot has an area less than 1800m<sup>2</sup>, 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 **Sub-Precinct – A**.

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 Policy**

#### Clause 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.

### **Particular Provisions**

#### Clause 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.*

**9.2 Planning Application PL17/027226 at Intersection of Kangaroo Ground-Warrandyte Road and Yarra Street Warrandyte for vegetation removal (5 trees) and roadworks associated with the construction of new left turn lane and shared footpath on the bridge.**

File Number:	IN17/436
Responsible Director:	Director Planning and Environment
Applicant:	Abzeco Pty Ltd on behalf of VicRoads
Planning Controls:	Public Conservation and Resource Zone, Road Zone Category 1, Environmental Significance Overlay Schedules 2 and 3, Significant Landscape Overlay Schedule 2, Heritage Overlay Schedule 191, Land Subject to Inundation Overlay
Ward:	Mullum Mullum
Attachments:	1 Location Map & Plan <a href="#">↓</a> 

## EXECUTIVE SUMMARY

### Purpose

1. This report provides Council with an assessment of the planning permit application submitted for the upgrade of the Warrandyte Bridge which includes widening of the Kangaroo Ground – Warrandyte Road and the upgrade of the roundabout intersection with Yarra Street in Warrandyte. The application is being reported to Council due to the sensitive matter.

### Proposal

2. The bridge upgrade consists of adding extra road space and pedestrian space by cantilevering bridge decking over the current bridge structure.

The additional road space is required to cater for an additional south-bound traffic lane. The additional pedestrian space will be predominately on the western side of the bridge and will cater for a new 3.0m wide shared path (for pedestrians and bicycles). There is also an upgrade to the footpath on the upstream side of the bridge which will see it widened slightly and maintain a 1.8m width.

The additional southbound traffic lane will require an upgrade at the roundabout in Yarra Street. A new dedicated left turn lane onto the bridge is proposed through the roundabout (for northbound traffic over the bridge).

New guard rails for traffic and pedestrians are proposed as part of the upgrade. Earthworks and new fill, will be controlled through retaining walls.

To facilitate the upgrade works a total of five native trees/shrubs will need to be removed.

**Key Issues**

3. The environmental and landscape values, associated with the removal of vegetation and earthworks.

Heritage considerations (the site is located in the Warrandyte Township Heritage Precinct).

**Objections/submissions**

4. There have been 10 objections received.  
The issues of concern relate to vegetation removal, the impact of works on the heritage values of Warrandyte township and traffic impacts.

**Assessment**

5. There are two aspects of the proposal that requires planning permission; the roadworks themselves including the upgrades to the bridge, roundabout and new turn lane, and the associated vegetation removal and earthworks.

The assessment criteria used to assess whether the proposal is appropriate include heritage, environmental and landscape policy in the Manningham Planning Scheme.

**Conclusion**

6. This report concludes that the proposed development should be supported, subject to conditions.

**1. COUNCIL RESOLUTION**

**MOVED: CR PAUL MCLEISH**  
**SECONDED: CR SOPHY GALBALLY**

**That Council:**

- A. Issue a Notice of Decision to Grant a Permit for roadworks and vegetation removal associated with the upgrade of Warrandyte Bridge, including new shared footpaths, an additional lane on Kangaroo Ground-Warrandyte and the upgrade of the roundabout at Yarra Street subject to the following conditions:**

**Amended Plan**

- 1. Before the development starts, two copies of amended plans drawn to scale and dimensioned, must be submitted to the satisfaction of the Responsible Authority 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 (VicRoads Alignment Plan Sheet 2 Issue B), but modified to show the following:**



- 1.1 The location of bus stops and infrastructure in Yarra Street with minimal change (if any) to the existing bus stops in the vicinity of the roundabout.
- 1.2 Provision of a semi-mountable kerb outstand on the northern side of Yarra Street just west of the roundabout to manage bus access and egress to a bus parking area.
- 1.3 A plan notation confirming details for new retaining walls including the use of stone which is consistent with the materials used in recently constructed retaining walls located at the western end of the works area in accordance with the *Warrandyte Township Heritage Guidelines*.
- 1.4 A plan notation confirming details of new road kerbs and island pavement to match the stone detail of recent Council streetscape works along Yarra Street and in accordance with the *Warrandyte Township Heritage Guidelines*.
- 1.5 Details and location of a safe crossing point for Kangaroo Ground-Warrandyte Road at or near the Yarra Street roundabout, for pedestrians to continue walking on the northern side of Yarra Street.
- 1.6 Details and location of a pedestrian connection (potentially steps) providing access from the footpath in the north-west segment of Yarra Street intersection into the Council managed open space, providing a pedestrian connection and an opportunity for pedestrians to continue walking on the northern side of Yarra Street under the bridge.
- 1.7 A plan notation to show that appropriate road signage will be provided to identify the bus parking/layover area.
- 1.8 A plan notation to show that pedestrian signage will be provided to inform pedestrians of the options to cross at Yarra Street and/or use the path under the bridge.

#### Endorsed Plan

2. All works and vegetation removal as shown on the approved plans must not be altered without the prior written consent of the Responsible Authority.

#### Offsets for Vegetation removal under the ESO2 and ESO3

3. Prior to the removal of any vegetation, an Offset Landscape Plan must be submitted to the satisfaction of the Responsible Authority and must include details of the following:
  - 3.1 Replacement planting consistent with the requirements of the ESO2 and ESO3 to offset the permitted loss of Victorian native vegetation. This must include the number of trees, shrubs and other plants, species mix, and density included in a Schedule of Works.

- 3.2 The Plan must show a minimum of fourteen (14) replacement indigenous canopy trees (i.e. Eucalypts). The balance (seventy-eight (78) plants) must be indigenous species but can comprise trees, shrubs, grasses, climbers and ground covers. If planting of all elements of this offset are not possible adjacent to the project area, arrangements with Manningham City Council may be made to fund that part of the planting at another secure Council-managed site.
- 3.3 Methods of interim protection for newly established vegetation.
- 3.4 Persons responsible for implementing and monitoring the landscape plan.
- 3.5 Timeframe for implementing the landscape plan.

**Offsets for Native Vegetation removal under Clause 52.17 of the Manningham Planning Scheme**

4. To offset the removal of 2 scattered native trees the permit holder must prior to removing the trees, secure a native vegetation offset, in accordance with the *Permitted clearing of native vegetation – Biodiversity assessment guidelines (DEPI 2013)* and *Native vegetation gain scoring manual (DEPI 2013)* as specified below:

A general offset of 0.042 General Biodiversity Equivalence Units with the following attributes:

- 4.1 be located within the Port Phillip and Westernport Catchment Management Authority boundary or Manningham City Council municipal district.
  - 4.2 have a strategic biodiversity score of at least 0.796.
5. Before any native vegetation is removed evidence that the required offset for the project has been secured must be provided to the satisfaction of the Responsible Authority. The offset evidence can be:
    - 5.1 a security agreement signed by both parties, to the required standard, for the offset site or sites, including a 10 year offset management plan and/or
    - 5.2 an allocated credit extract from the Native Vegetation Credit Register.
  6. A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit.
  7. If a suitable offset site for first-party offsets is not available, the applicant must provide to the Responsible Authority, an Allocated Credit Extract issued by the Department of Sustainability and Environment (DSE) Native Vegetation Credit Register which satisfies the required offset. Annual monitoring and reporting is required for offsets not secured on the Native Vegetation Credit Register.

8. In the event that a security agreement is entered into as per Condition 5 the applicant must provide the annual offset site condition report to the responsible authority by the anniversary date of the execution of the offset security agreement, for a period of 10 consecutive years. After the tenth year, the landowner must provide a report at the reasonable request of a statutory authority.

#### **Site Management**

9. Prior to commencement of works, the works zone must be enclosed by secure and obvious temporary fencing in accordance with the approved Construction and Environmental Management Plan required by Condition 13 of this permit. Fencing must be signposted as 'vegetation protection zone no work permitted'. The work zone fence must remain in place until works are completed. Fill, machinery and building materials must not be placed outside of the works zone
10. All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991) or updated version.
11. Any construction stockpiles, fill and machinery must be placed away from areas supporting native vegetation and isolated from drainage lines to the satisfaction of the Responsible Authority.
12. Noxious weeds must be controlled. Any weed infestations resulting from soil disturbance and/or the importation of sand, gravel and other material used in the construction process must be controlled.

#### **Construction and Environmental Management Plan**

13. Before any construction occurs, including permitted clearing of native vegetation starts, two copies of a Construction and Environmental Management Plan must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will form part of this permit. The plans must include details of:
  - 13.1 Construction activity, including hours, delivery and unloading points, parking for construction workers etc
  - 13.2 Methods to contain dust, dirt and mud from the construction activities, and the method and frequency of clean up procedures;
  - 13.3 The protection measures such as fencing details for site features to be retained (e.g. vegetation, retaining walls, buildings, other structures and pathways);
  - 13.4 The measures to minimise noise and other amenity impacts from mechanical equipment and demolition/construction activities, especially outside of daytime hours;
  - 13.5 Environmental protection, including measures to protect native vegetation to be retained during construction works, and the person/s responsible for implementation and compliance.

#### **Aerial Wildlife Movement Pathway**

- 14. Prior to the removal of native vegetation, a detailed design and implementation plan to the satisfaction of the Responsible Authority must be submitted and form part of the endorsed plans for the project. This Plan must include a statement of the species of local wildlife it is designed to assist, a clear justification for elements of the design such as height, materials and placement with respect to retained habitat, as well as a monitoring, adaptive management and reporting procedure for the pathway over 2 years from the implementation of the pathway. A predator management strategy should be considered as part of the Plan.**

#### **Signage**

- 15. Clear signage for pedestrians (east-west pedestrian movement on the north side of Yarra Street) must be provided to the satisfaction of the Responsible Authority at the two Yarra Street crossing points, to indicate the options of either crossing Yarra Street either side of the roundabout, or walking along the Yarra River under the road bridge.**

#### **Melbourne Water**

- 16. Proposed works must comply with Melbourne Water's design conditions noted in the submitted Hydraulic Assessment Report (Dated: February 2017).**
- 17. Any part of the bank impacted by tree removal must be reinstated in a manner that is aesthetically acceptable and resistant to any flood or flow impacts.**
- 18. A separate application shall be made directly to Melbourne Water's Asset Services Team for approval of any new or modified waterway crossing. Detailed terms and conditions shall be provided upon receipt of a formal application for the crossing of the waterway for construction purposes. Please note fees and bonds will be applicable.**

#### **Expiry of Permit**

- 19. This permit will expire if one of the following circumstances applies:
  - 19.1 The development and vegetation removal is not started within two (2) years of the date of this permit; and**
  - 19.2 The development and vegetation removal is not completed within four (4) years of the date of this permit.****

**The Responsible Authority may extend the periods referred to 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 & Environment Act 1987*.**

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

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

**Note: VicRoads is to liaise with Council and Public Transport Victoria to determine the location and extent of a dedicated bus zone along the north side of Yarra Street outside of 217 Yarra Street (Warrandyte River Reserve).**

**CARRIED**

## **2. BACKGROUND**

### **Application**

- 2.1 The application was received with a comprehensive package of material on 28 March 2017. It proceeded to advertising for 3 weeks in April 2017. Ten letters of objection have been received.
- 2.2 VicRoads met with interested objectors on 23 May 2017 to discuss their concerns. VicRoads have committed to continue this dialog with the community through a design review committee. This continued dialog though does not prevent the consideration of the application and the current set of plans (particularly as Council is outside the statutory timeframe). The approval can always be modified should an alternate design be agreed.
- 2.3 The statutory timeframe for considering a planning application is 60 days, which lapsed on 1 July 2017.

### **Project**

- 2.4 The application was lodged following an announcement by the State Government in March 2016 that \$5.1 million funding had been allocated to the upgrade of the Warrandyte Bridge. The VicRoads media statements indicated:

*“The upgrade will allow the bridge to carry more traffic, particularly during an emergency event like a bushfire, over the Yarra River between Warrandyte and North Warrandyte.*

*During an emergency evacuation in the town of Warrandyte, approximately 2500 vehicles per hour would attempt to cross the bridge southbound from North Warrandyte compared to the 1100 vehicles per hour during a typical morning peak.*

*The Warrandyte Bridge upgrade will reduce evacuation times for people travelling across the bridge during emergencies, particularly from the North Warrandyte area, by up to 90 minutes; while also providing significant improvements to relieve daily congestion issues.”*

- 2.5 Prior to lodging the permit application VicRoads had consulted extensively with the local Councils (Manningham and Nillumbik), the CFA and local residents, including through community information sessions, surveys and an on line consultation forum.

### **3. THE SITE AND SURROUNDS**

- 3.1 The land includes the eastern and western sides of the Warrandyte Bridge, at the intersection of Kangaroo Ground-Warrandyte Road and Yarra Street, Warrandyte. The Warrandyte Bridge operates as two lane, two way road with a shared footpath on either side (approximately 1.8m wide). The southern half of the bridge is over land within Manningham.
- 3.2 On the Manningham side of the bridge, the Kangaroo Ground- Warrandyte Road meets Yarra Street at a roundabout. Yarra Street is also a two lane, two way road with some on street parking and a footpath on both sides. Council is currently improving the footpath on the south side of Yarra Street east of the bridge. The footpath ends on the north side of Yarra Street east of the bridge where a bus stop, car park and public convenience is located.
- 3.3 The area beneath the bridge includes a pedestrian path along the Yarra River. Adjacent to the bridge the land rises steeply to Yarra Street and contains what appears to be scrappy vegetation in various conditions.
- 3.4 Land on the southern side of Yarra Street, opposite the roundabout is developed with the Roundabout café, a dwelling and the Warrandyte RSL.

### **4. THE PROPOSAL**

- 4.1 The proposal includes an upgrade to the Kangaroo Ground- Warrandyte Road over the Warrandyte Bridge. It includes roadworks on the Yarra Street side of the bridge within Manningham (at the roundabout), as well as roadworks on the northern side of the bridge in the Shire of Nillumbik, where traffic signals are being introduced to the intersection of the Kangaroo Ground- Warrandyte Road and Research-Warrandyte Road. Only approximately half of the bridge is within Manningham, the other half is in Nillumbik. A separate town planning application has been made by the applicant to Nillumbik.
- 4.2 The upgrade to the bridge consists of adding extra road space and pedestrian space by cantilevering bridge decking on the current structure.
- 4.3 The additional road space is to cater for an additional south-bound traffic lane. The additional pedestrian space will be predominately on the western side of the bridge and cater for a new 3.0m wide shared path (for pedestrians and bicycles). There is also an upgrade to the footpath on the eastern side of the bridge which will see it widened slightly and maintain a 1.8m width.

- 4.4 The additional southbound traffic lane will require a new dedicated left turn lane on the bridge and a new left turn lane at the roundabout for northbound traffic over the bridge.
- 4.5 New guard rails for traffic and pedestrians are proposed as part of the upgrade. Earthworks, and new fill, will be control through retaining walls.
- 4.6 To facilitate the upgrade works a total of five native trees/shrubs are to be removed, two from the north western side of the roundabout and three on the north eastern side of the roundabout. The trees are identified as: Trees 102 (Red Box), Tree 103 (Sweet Bursaria) and Tree 104 (Long-leaf Box), Tree 115 (Southern Mahogany) and an unnumbered Tree within Group 4 (identified as a Silver Wattle).
- 4.7 The following reports were submitted in support of the application:
- Planning Assessment Report by Edge Planning Studio dated March 2017.
  - Development Plans prepared by VicRoads.
  - Arboricultural Assessment and Report by Reynolds Tree Care dated June 2016.
  - Biodiversity Assessment report by Abzeco dated March 2017.
  - Warrandyte Bridge Upgrade Wildlife Connectivity Report by Australian Research Centre for Urban Ecology November 2016.
  - Warrandyte Crossing Works Hydraulic Assessment report by GHD dated February 2017.
  - A Cultural Heritage Management Plan

## 5. LEGISLATIVE REQUIREMENTS

- 5.1 The area surrounding the bridge is covered by a number of different planning controls, which provide a range of permit trigger for the proposed works.
- 5.2 A planning permit is required for the removal of native vegetation, and roadworks associated with the widening of the Warrandyte Bridge and upgrade of the roundabout. This includes the structural elements (cantilevered section of the bridge, new railing etc.), pavement works to create the additional lane on the bridge and those earthworks associated with the construction of the retaining walls to accommodate the left turn lanes on the land adjacent to the bridge along Yarra Street.
- 5.3 A following table identifies the permit triggers:

Planning Control	Comments	Permit required for roadworks	Permit required for removal of vegetation
Clause 36.03 - Public Conservation and Resource Zone	This zone covers the bridge and the proposed bridge works.	No	No

	No permit is required as the works are being undertaken by an applicable land manager (i.e. VicRoads)		
Clause 36.04 - Road Zone	This zone covers Yarra Street, inclusive of the roundabout and the proposed new left turn lane.  No permit is required for a road in a Road Zone	No	No
Clause 42.01 - Environmental Significance Overlay Schedule 2	This overlay applies to land east of the bridge, but not over the bridge itself.	No	Yes
Clause 42.01 - Environmental Significance Overlay Schedule 3	This overlay extends across the bridge to boundary of the municipality (middle of Yarra River) and west of the bridge.	Yes	Yes
Clause 42.03 - Significant Landscape Overlay Schedule 2	This overlay extends across bridge to boundary of municipality (middle of River), and east and west of bridge.	No	Yes
Clause 43.01 - Heritage Overlay Schedule 191	This overlay extends from the top of Yarra River bank and across Yarra Street.	Yes	No
Clause 44.04 - Land Subject to Inundation Overlay	This overlay excludes the bridge alignment and roundabout, but covers land nearby below the 36.5m AHD contour level.	Yes	No
Clause 44.06 - Bushfire Management Overlay	This overlay covers the bridge and the surrounding area.	No	No



Clause 52.17 - Native vegetation	The vegetation is considered under the 'Low Risk Assessment Pathway' under the Biodiversity Assessment Guidelines.	No	Yes
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5.4 A range of planning policies apply to the assessment of the application, although few make specific reference to roadworks or bridge construction. It is rare for roadworks to require planning permission. It is only the Heritage Overlay, Land Subject to Inundation Overlay and the Environmental Significance Overlay - Schedule 3 which trigger the need for a permit for roadworks.

5.5 State planning policies relevant to the application includes:

- Clause 12.01 - Protection of Biodiversity
  - Clause 12.04 - Significant environments and landscapes
  - Clause 12.05.02 - Yarra River Environs
  - Clause 15 - Built Environment and Heritage.

5.6 Local planning policies relevant to the application include:

- Clause 21.07-4 Built form and landscape character (in the Green Wedge)

Objectives include *to encourage building form that responds appropriately to the landscape; to encourage retention of native vegetation; to minimise the extent of earthworks; to encourage the planting of indigenous vegetation; and, to protect and enhance landscape quality, view lines and vistas.*

- Clause 21.07-5 Environmental issues (in the Green Wedge)

Objectives include *to conserve and enhance the significant environmental qualities of the green wedge and Yarra River corridor.*

- Clause 21.12-3 – Roads

Objectives include *to ensure that road construction standards and new vehicle crossings achieve a balance between the role of providing safe and efficient passage of vehicles, bicycles and pedestrians while taking into account the natural and cultural heritage values of roadsides and the area's character.*

- Clause 22.02 - Council's Native Vegetation Policy

The objective of this policy includes *to protect, conserve and enhance habitat corridors.*

It is policy that *the removal or destruction of native vegetation will only be permitted ... where it is unavoidable, is the minimum amount required for the proposed land use, and can be adequately offset by the protection and/or recruitment of indigenous vegetation.*

- Clause 22.03 - Council's Cultural Heritage Policy

To objective of this policy is *to ensure that the significance of cultural heritage places involving the aesthetic, historic, scientific, architectural or social value of a heritage asset to past, present and future generations, is assessed and used to guide planning decisions.*

It is policy that *development adjacent to heritage places and precincts responds positively to the heritage place in terms of its bulk, setbacks, materials, colour scheme and form.*

- Clause 22.08 - Safety Through Urban Design Policy

The objectives of this policy include *to provide and maintain a safer physical environment for those who live in, work in or visit the City of Manningham; to improve accessibility by creating attractive, vibrant, walkable environments; and, to discourage graffiti and vandalism.*

- Clause 22.09 - Access for Disabled Policy

The objectives of this policy include *to facilitate the integration of people with a disability into the community; and, to ensure that people with a disability have the same level of access to buildings, services and facilities as any other person.*

**6. REFERRALS**

**External**

6.1 The application was referred to the following authorities pursuant to Clause 66 of the Manningham Planning Scheme:

<p>Melbourne Water pursuant to the Land Subject to Inundation Overlay</p>	<p>Offered no objection subject to the following conditions:</p> <ol style="list-style-type: none"> <li>1. <i>Proposed works must comply with Melbourne Water's design conditions noted in the submitted Hydraulic Assessment Report (Dated: February 2017).</i></li> <li>2. <i>Any part of the bank impacted by tree removal must be reinstated in a manner that is aesthetically acceptable and resistant to any flood or flow impacts.</i></li> <li>3. <i>A separate application shall be made directly to Melbourne Water's Asset Services Team for approval of any new or modified waterway crossing. Detailed terms and conditions shall be provided upon receipt of a formal application for the crossing of the waterway for construction purposes. Please note fees and bonds will be applicable.</i></li> </ol>
<p>Department of Environment, Land, Water and Planning</p>	<p>Offered no objection and recommended that Council apply the offset requirements in accord with the permitted clearing of native vegetation. Biodiversity Assessment Guidelines pursuant at Clause 52.17 of the Manningham Planning Scheme. This is reflected in permit conditions.</p>

**Internal**

6.2 The application was referred to a number of Service Units within Council. The following table summarises the responses:

<p>Engineering and Technical Services</p>	<p>Offered no objection subject to conditions that address the following:</p> <ol style="list-style-type: none"> <li>1. The submission of a Construction and Environmental Management Plan.</li> <li>2. No change to the existing bus stops in the vicinity of the roundabout.</li> <li>3. A provision made for a semi mountable kerb outstand on the northern side of Yarra Street just west of the roundabout to manage bus access and egress to a bus parking area.</li> <li>4. The installation of signage in the bus parking/layover area to prevent general vehicular traffic using this space for potentially illegal manoeuvres.</li> <li>5. VicRoads to liaise with Council and PTV to determine the location and extent of a dedicated bus zone along the north side of Yarra Street (preferably outside of 217 Yarra Street, Warrandyte River Reserve).</li> </ol>
<p>City Strategy (Environment)</p>	<p>Indicated that the Arboricultural, Biodiversity and Wildlife Movement Reports are comprehensive and demonstrate considerable effort has been made in avoiding and minimising impacts on native vegetation, fauna habitat and other environmental aspects of the area that is potentially affected by the project.</p> <p>In relation to the removal of two scattered native trees triggered under Clause 52.17, a general offset condition was recommended that included a general offset of 0.042 General Biodiversity Equivalence Units with the following attributes:</p> <ul style="list-style-type: none"> <li>• Be located within the Port Phillip and Westernport Catchment Management Authority boundary or Manningham City Council municipal district</li> <li>• Have a strategic biodiversity score of at least 0.796.</li> </ul> <p>In relation to the removal of five Victorian native trees/shrubs under the ESO 2 and ESO 3, a general offset condition was recommended that requires planting of 92 plants, of which 15% must be indigenous canopy trees (i.e. 14 trees), and the remainder (78 plants) may be indigenous trees, shrubs, climbers, grasses or understorey herbs and ground covers indigenous to Manningham.</p>

	<p>In relation to construction activities, given the significance of the Yarra River for biodiversity and recreation, conditions were recommended to monitoring water conditions above and below the works site throughout the project, and to adhere to a detailed Construction and Environmental Management Plan.</p> <p>A requirement for an aerial wildlife movement pathway was also recommended as a condition of approval.</p>
<p>City Strategy (Heritage)</p>	<p>Council’s heritage advisor provided the following comments:</p> <p><i>“Of particular relevance to this application is the assessment of the aesthetic qualities of the precinct area which recognises that built form is secondary to landscape elements, and that mature vegetation contributes to a distinctive cultural landscape character.</i></p> <p><i>The proposal seeks permission to remove some mature trees and make alterations to built elements including the bridge and areas of the roadside, curbs and footpaths footpath at this location within the precinct.</i></p> <p><i>It is acknowledged that the site is covered by SLO2 and other environmental overlays. It is assumed that protection of significant species and individual trees will be covered under these controls.</i></p> <p><i>In relation to the heritage values associated the area, the removal of some trees has the potential to impact negatively on the appreciation of the distinctive landscape character of this location within the precinct. It is necessary however, to assess the impact of the proposed works on the precinct as a whole. Removal of five trees is not likely to impact significantly on landscape character of the whole of the precinct.</i></p> <p><i>The proposal includes work to areas of the roadside, curbs and footpaths, and a cantilevered addition to either side of the bridge. While there will be some widening of the road surface on the north-western corner of the intersection, it is anticipated the impact of will not impact significantly on the heritage values associated with the site.</i></p> <p><u>Conclusions</u></p> <p><i>This application has been assessed in relation to the impact of the proposed development on the precinct as a whole. Given the extensive nature of the precinct and the amount of mature vegetation that exists within it, it is not anticipated that the proposed works will impact on the distinctive landscape character of the precinct.</i></p>

	<p><i>It is also noted that there is potential for the proposed works to contribute to the appreciation of heritage values associated with the area by reducing traffic congestion at this key intersection, and by increasing potential for use and enjoyment of the area by pedestrians and cyclists”.</i></p>
<p>City Strategy (Open Space)</p>	<p>Council manages and maintains the land (reserve) underneath and around the bridge.</p> <p>Preliminary agreements are in place with VicRoads in relation to access and a site compound on the land.</p> <p>The road widening on the north side of Yarra Street both east and west of the bridge will impact on existing Council infrastructure and broader landscaping of these areas. The submitted plans should address :</p> <ul style="list-style-type: none"> <li>• Location and finish of new retaining walls on north side of footpath and how these walls match into the Council constructed retaining wall at the western end of the works area.</li> <li>• New road kerbs and island pavement to match the stone detail of recent Council streetscape works along Yarra Street and be otherwise generally consistent with the Warrandyte Township Heritage Guidelines - Public Domain Streetscape Infrastructure Guidelines.</li> <li>• A pedestrian connection, potentially steps, to be provided from the footpath in the north-west segment of Yarra Street intersection to provide access into the Council managed open space. This pedestrian connection will also help to provide an opportunity to continue walking of the north side of Yarra Street under the road bridge.</li> <li>• Landscape plans to be prepared and implemented to Council's satisfaction for the roadside/open space immediately north of the works area and any other park areas impacted by construction access.</li> <li>• For ease of east-west pedestrian movement on the north side of Yarra Street provide clear pedestrian signage at the two Yarra Street crossing points to indicate the options of either crossing Yarra Street either side of the roundabout or walking along the Yarra River under the road bridge.</li> </ul>

## 7. CONSULTATION / NOTIFICATION

- 7.1 Notification of the application was given for a three week period which concluded on 24 April 2017 by sending letters to adjoining and nearby properties and displaying a large sign on the north-east corner of the land.

7.2 Council has received 10 objections from the following organisations / residents:

- Warrandyte Community Association
- Warrandyte Historical Society
- 252 Research Warrandyte Road Warrandyte North 3113
- 83 Research Road Warrandyte North 3113
- PO Box 449 Warrandyte (resident of Albert Rd North Warrandyte) 3113
- PO Box 449 Warrandyte (resident of Albert Rd North Warrandyte) 3113
- 22-24 Banning Road Warrandyte North 3113
- 366 Ringwood-Warrandyte Road Warrandyte 3113
- 127 Kangaroo Ground Rd Warrandyte 3113
- 99 Research-Warrandyte Rd Warrandyte North 3113

7.3 The following is a summary of the grounds of objection:

7.3.1 Removal of Vegetation

- The removal of vegetation and impact on the streetscape / landscape character of Warrandyte Township.
- A redesign of the cantilevered shared pathway and retaining walls could retain move vegetation (specifically Tree 115 and Tree 104).
- No replanting is outlined to compensate for the vegetation removal.
- Wildlife habitat and corridor links will be interrupted by removal of vegetation.

7.3.2 Heritage

- The works will impact on visual amenity of the historic area.
- The building materials proposed for the bridge works are not sympathetic with the heritage character of the area and should be consistent with the recent landscaping works by Council in Warrandyte (eg use of stone).

7.3.3 Traffic

- There is no evidence to substantiate that the proposed works will reduce congestion, especially during peak times and during fire evacuation.
- The removal of the pedestrian crossing at entrance to bridge impacts on pedestrian safety.
- The closure of the bridge during construction has not been addressed in the application.
- Increased traffic is likely to be generated through Warrandyte and Warrandyte North with the upgrade to the Bridge.
- The addition of a shared pathway to enable three lanes of traffic on bridge will not alleviate traffic problems at peak times and during fire evacuation.

## 8. ASSESSMENT

- 8.1 There are two aspects of the project that requires planning permission, the roadworks themselves including the upgrades to the bridge, roundabout and new turn lane, and the associated vegetation removal.
- 8.2 In general, Roadworks are exempt from requiring a planning permit by virtue of Clause 62.02-2 of the Manningham Planning Schemes. This is unless a planning control specifically requires that a permit is required. In this instance, a planning permit is specifically required by the Heritage Overlay - Schedule 191, Environmental Significance Overlay - Schedule 3 and Land Subject to Inundation Overlay. Council can only assess these controls when considering the roadworks.
- 8.3 The vegetation removal associated with the roadworks is triggered by the Environmental Significance Overlay – Schedules 2 and 3, Significant Landscape Overlay - Schedule 2 and Clause 52.17 (Native Vegetation). Council can only assess these controls.
- 8.4 Broadly, the upgrade of the road and bridge offers significant community benefit demonstrated by the strategic consideration by the State Government in providing funding to the project, and the extensive consultation that has occurred with Council, the community and service authorities over the past 3 years. This is something that cannot be revisited under the planning assessment. Further, it is noted Council's Engineering Unit, and the advice of the other Units have supported the project. There is broad support for the upgrade of the road and bridge in the community.
- 8.5 Road and bridge extensions are rarely considered under the planning scheme and therefore there is not a lot of specific policy that will guide the assessment of the proposal. Considerations are broader, and the assessment below indicates that there are no substantial matter preventing support of the application.

### Heritage Considerations

- 8.6 Warrandyte Township is included in the Heritage Overlay 191 (Warrandyte Township Heritage Precinct). This precinct covers a long narrow area along Yarra Street and adjacent areas, including residential, commercial and community buildings, as well as parkland and open space. It includes the area across and below the Bridge to the top of the Yarra River bank (but not to the middle of the River).
- 8.7 The bridge is a utilitarian structure that has existed within the heritage precinct for a long time and is not recorded as contributing to the precinct.
- 8.8 The decision guidelines of the Heritage Overlay requires Council to consider:
- *whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

Council's Heritage Policy seeks:

- *to minimise impacts on heritage places as a result of changes to adjoining land uses and development.*

It also outlines that regard should be given to *The Warrandyte Township Heritage Guidelines, Parts 1 to 7 (July 2007)* when considering an application in Warrandyte.

- 8.9 Council's heritage advisor has provided comment on the application and concluded:

*While there will be some widening of the road surface on the north-western corner of the intersection, it is anticipated the impact of will not impact significantly on the heritage values associated with the site.*

*Given the extensive nature of the precinct and the amount of mature vegetation that exists within it, it is not anticipated that the proposed works will impact on the distinctive landscape character of the precinct.*

- 8.10 The advice of the heritage advisor demonstrates that the broad decision criteria of the Heritage Overlay and Council's Policy is met.

- 8.11 The *Warrandyte Township Heritage Guidelines 2007* makes a reference to "Roads and paths" (page 9 "Alterations and Additions to Contributory Properties in Commercial Areas"). The objective is to ensure that retaining walls, pathways and roads are retained and new development contributes to the existing character. In particular it suggests the following:

- Retain important view termination points including the bends in the road, landmark buildings and roadside features like stone walls.
- If retaining walls are required they should be constructed of stone and should be similar in appearance to existing retaining walls that are characteristic of the area.

- 8.12 It is a recommendation of Council's City Strategy (Open Space) that retaining walls and paths are constructed of materials such as stone to match current works being undertaken west of the roundabout. This will ensure the requirements of the *Warrandyte Township Heritage Guidelines 2007* are achieved. A permit condition will require new retaining walls, road kerbs and island pavement to match the stone detail of recent Council streetscape works already being undertaken in Yarra Street and in the Warrandyte Township Heritage Precinct.

### **Environmental/Landscape Considerations**

- 8.13 The removal of five native trees require consideration under the Environmental Significance Overlay – Schedules 2 and 3 and the Significant Landscape Overlay - Schedule 2.
- 8.14 The environmental objectives to be achieved through the Overlays reference the need to ensure development responds to the area's environmental and landscape characteristics, minimises vegetation removal and earthworks, and achieve an improvement in the extent and quality of Victorian native vegetation and habitat.
- 8.15 The landscape character objectives to be achieved in the Significant Landscape Overlay references the need to protect and enhance the natural landscape character along the Yarra River including vegetation cover and the movement of wildlife.



- 8.16 Council's City Strategy (Environment) have considered the various reports provided with the application and concluded that they are comprehensive and demonstrate that care has been taken to avoid and minimise vegetation loss and impacts on fauna.
- 8.17 Conditions have been recommended to ensure enhancement of the area through replanting and land management practices. This includes management throughout the works period (via a CEMP) and an Offset/Landscape plan using trees, shrubs, grasses and understorey that are indigenous to Manningham.
- 8.18 It is considered that the vegetation removal is the minimum necessary to facilitate the proposed works and will be suitable offset under both the State Planning provisions (Clause 52.17 of the Planning Scheme) and local under the Environmental Significance Overlay Schedules 2 and 3.
- 8.19 In relation to the vegetation removal under Clause 52.17, Council's City Strategy (Environment) have calculated the appropriate offset in accordance with *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013) and this will be a requirement also.
- 8.20 Finally, a canopy rope bridge is to be provided across the road to assist in protecting wildlife corridors. Further details of the design and implementation will be required as a condition of approval.
- 8.21 Pursuant to the Environmental Significance Overlay Schedule 3, Council must consider the roadworks as well as the vegetation removal. The Overlay requires that built form remains subordinate to the landscape character.
- 8.22 Consistent with this Overlay, the roadworks are proposed in a manner that minimises earthworks and responds appropriately to the landscape character. The use of retaining walls has further reduced the spread of works and minimised the removal of native vegetation. Conditions will ensure stone is used for retaining walls and through kerbs and island pavements to match works recently undertaken by Council in Yarra Street.

#### **Land Subject to Inundation**

- 8.23 A hydraulic assessment report prepared by GHD was submitted as part of the application and assessment by Melbourne Water under the provisions of the Land Subject to Inundation Overlay.
- 8.24 Melbourne Water has indicated no objection to the proposal subject to the inclusion of three conditions. This will ensure the objectives of the Land Subject to Inundation Overlay are met, including that flood storage is protected and that water quality and river health is maintained and improved.

#### **Response to Objector concerns**

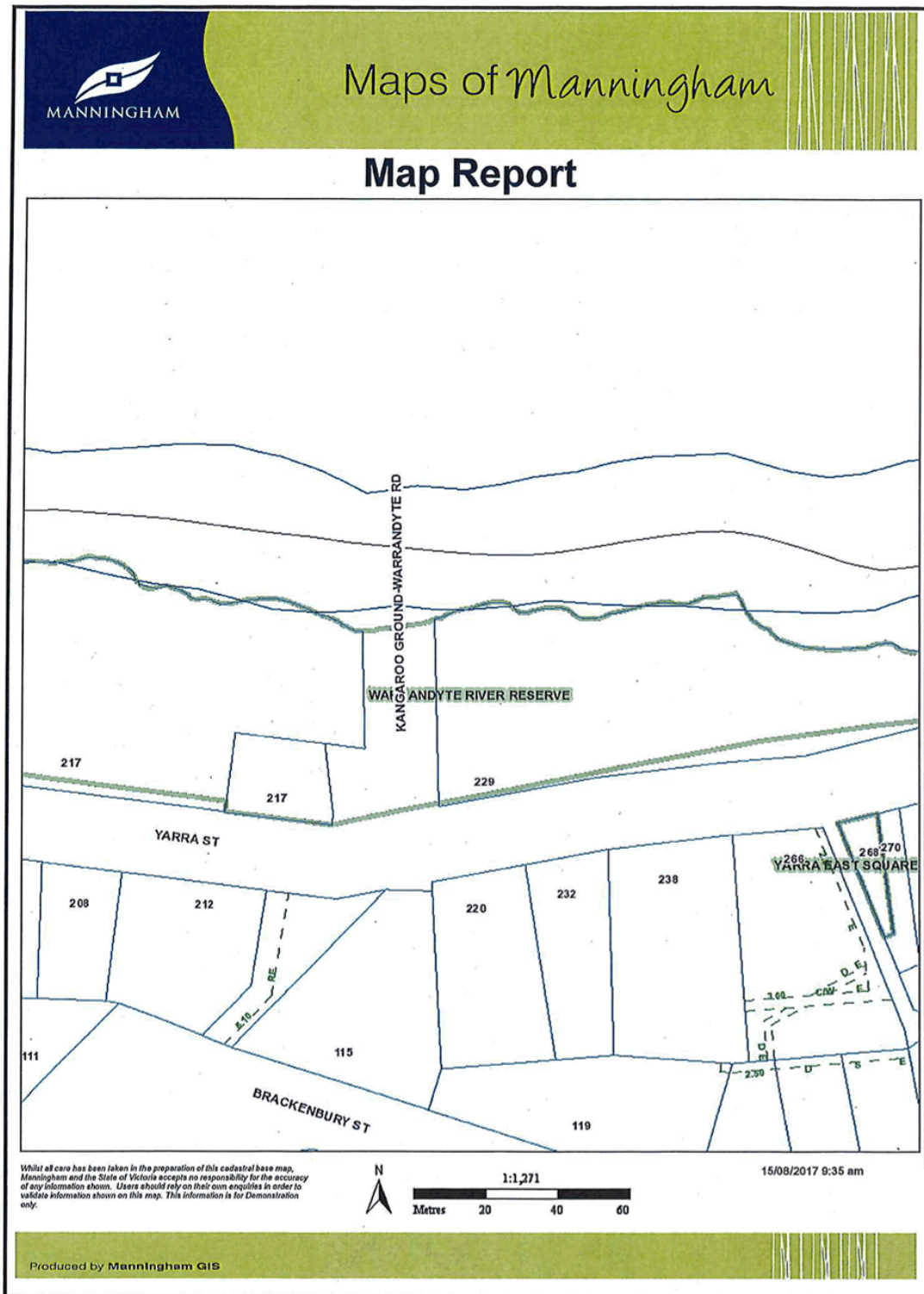
- 8.25 The grounds of objection generally relate to the loss of vegetation, the impact of works on the heritage value of the Warrandyte Township and potential traffic impacts, including the need for the proposed works.
- 8.26 As previously discussed, Council officers consider that the native vegetation removal is the minimum necessary to facilitate the proposed works and will be

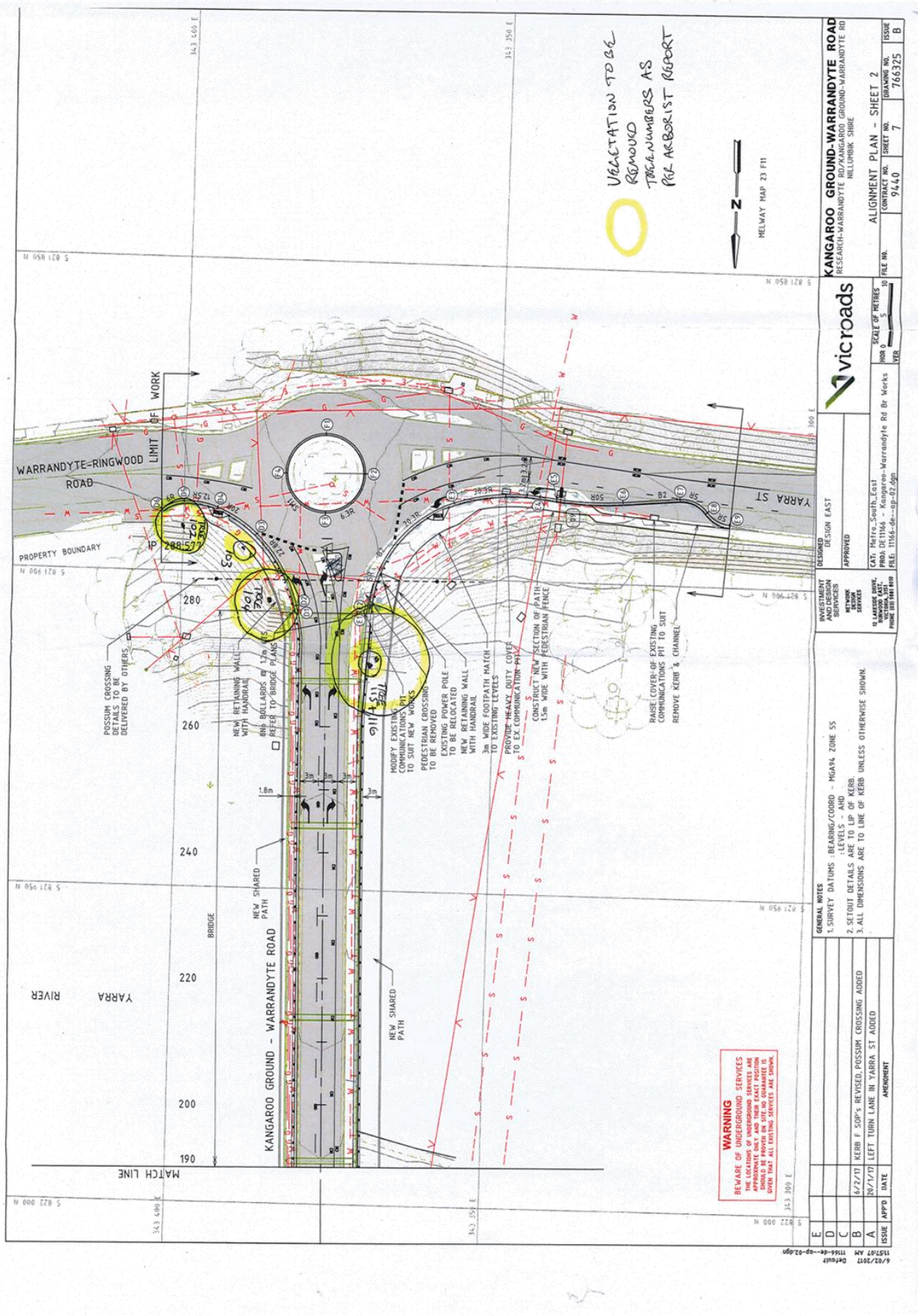
suitably offset under both the State Planning provisions (Clause 52.17 of the Planning Scheme) and local under the Environmental Significance Overlay Schedules 2 and 3.

- 8.27 Conditions of approval will require an Offset/Landscape plan using indigenous trees, shrubs, grasses or understorey and a native vegetation offset in *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013) and *Native vegetation gain scoring manual* (DEPI 2013).
- 8.28 Additional information on the canopy rope bridge for the protection of wildlife corridors and the requirement for a Construction and Environmental Management Plan to address site management and vegetation protection will also be conditions of approval.
- 8.29 As previously discussed, Council's heritage advisor has concluded that the proposed works will impact on the distinctive landscape character of the precinct and as such, the broad decision criteria of the Heritage Overlay and Council's Policy is met.
- 8.30 It is considered that the upgrade of the road and bridge offers significant community benefit demonstrated by the strategic consideration by the State Government in providing funding to the project, and the extensive consultation that has occurred with Council, the community and service authorities over the past 3 years. This is something that cannot be revisited under the planning assessment

## **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.





<b>KANGAROO GROUND-WARRANDYTE ROAD</b>	
RESEARCH-WARRANDYTE RD/KANGAROO GROUND-WARRANDYTE RD	
MILLERIK SHIRE	
CONDUCT NO.	9440
SHEET NO.	7
ISSUE NO.	766325
ISSUE	B

<b>vicroads</b>	
DESIGN EAST	APPROVED
CAT: VicRoads_East	SCALE OF PRINTS
FILE: 1164-06-09-07.dgn	1:1000
PROJECT NAME	Kangaroo Ground-Warrandyte Rd Br Works

ISSUE	AMPD	DATE	AMENDMENT
E			
D			
C			
B		6/2/17	KERB & SOPS REVISED POSSUM CROSSING ADDED
A		10/1/17	LEFT TURN LANE IN YARRA ST ADDED



6/2/2017	Draft	1164-06-09-07.dgn
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**10 PLANNING & ENVIRONMENT**

There are no Planning & Environment reports.

## 11 ASSETS & ENGINEERING

### 11.1 Council Support for Bus Rapid Transit (BRT)

File Number:	IN17/456
Responsible Director:	Director Assets and Engineering
Attachments:	1 Transport - Future Direction (please disregard attachment list) <a href="#">↓</a> 
	2 Letter from the Minister <a href="#">↓</a> 

#### EXECUTIVE SUMMARY

*This report seeks Council to formally resolve to advocate to the State Government to have the Doncaster Bus Rapid Transit (BRT) included in their 5 year Infrastructure Implementation Plan, due to be announced under legislation by December 2017. As a part of Council's advocacy for further improvements to the public transport network for Manningham, it is considered that a BRT concept provides the most appropriate solution for mass-transit between the CBD and Manningham in the short to medium term. BRT has the ability to provide the necessary increase in capacity and service levels to support a more integrated bus network in the region at a lower cost-base and immediate timeframe than heavy rail. Therefore, it is proposed that Council should actively advocate for a state-of-the-art BRT proposal and contribute to the implementation of transport recommendations provided by Infrastructure Victoria.*

#### 1. COUNCIL RESOLUTION

**MOVED: CR ANNA CHEN**  
**SECONDED: CR MIKE ZAFIROPOULOS**

**That Council resolves to advocate to the Department of Premier and Cabinet to ensure that a Doncaster BRT is included in their initial 5-year Infrastructure Implementation Plan, and that the works be designed and implemented to enable future heavy rail.**

**CARRIED**

#### 2. BACKGROUND

- 2.1 Under 'Questions without Notice' at the Council meeting held on 15 November 2016, a letter, dated 3 November 2016, from the Minister for Public Transport, Hon Jacinta Allan, was raised. This letter advised that the State Government had allocated \$100m to improve bus networks across Victoria, and that some of that allocation was for a "feasibility study on the Doncaster BRT proposal along the Eastern Freeway", along with other local bus improvement investigations within Manningham.
- 2.2 On 29 November 2016, a number of transport-based proposals were supported in principle at a Strategic Briefing Session (SBS), which sought to proceed with a number of preferred key future transport priorities in 2017 and 2018. A key component of this confirmed the in-principle support 'of a BRT proposal as Council's key short-term priority transport objective (ahead of the longer-term Doncaster Rail)'.

- 2.3 Further to this, officers have since undertaken a review of Manningham's bus network recommending for Council to support a number of bus-based service and infrastructure improvements, including consideration to transition the 907 DART bus route (between the CBD and Mitcham station via Doncaster Road) to a BRT standard. This review is due to be tabled to Council in October 2017, seeking formal endorsement.

### 3. DISCUSSION / ISSUE

- 3.1 The rationale to prioritise a Doncaster BRT as Council's immediate priority mass-transit transport solution (as a first stage ahead of Doncaster heavy-rail) is based in response to a number of factors, including that:
- A BRT (under the theme 'Doncaster Bus Improvement') forms a key recommendation in '*Victoria's 30-Year Infrastructure Strategy, 2016*' prepared by Infrastructure Victoria and supported by the current State Government – formed around the objective to focus future investment in maximising and expanding on existing transport assets and infrastructure and reallocating road space to public transport. The implementation of the BRT is included in years 5 to 10 of the strategy, with Infrastructure Victoria confirming that the development and design of the system should occur prior to year 5, to enable its construction within their timeframe.
  - A \$550 million BRT market-led proposal by bus operator Transdev is currently being considered by State Government (Department of Treasury and Finance), for possible implementation in 2021/22.
  - Correspondence, dated 3 November 2016, was received from the Minister for Public Transport, confirming funding allocation for a 'feasibility study on the Doncaster BRT proposal along the Eastern Freeway'.
  - A BRT can be delivered in a shorter timeframe and at a fraction of the cost of heavy rail infrastructure, given the immediate need to address existing capacity constraints of the current DART bus system.
  - There has been a lack of demonstrable support for the Doncaster Rail proposal by State Government (as well as the Opposition), and as confirmed by the proposal's exclusion from the aforementioned Infrastructure Strategy recommendations.
  - A BRT option utilising the Eastern Freeway corridor may in the short to medium term protect and preserve the median-strip for public transport purposes, to allow for future transition to heavy rail in the long-term. (There is a current risk that the Eastern Freeway may be widened to provide additional traffic lanes to support the North-East Link or East-West Link projects).
  - There is a current opportunity to include planning for BRT as part of the North East Link feasibility study and design of the preferred freeway corridor.
  - That based on the above, BRT will form a key recommendation of the '*Manningham Bus Network Review 2017*'.
- 3.2 In response to the above and the *30-Year Infrastructure Strategy*, it is prudent that the planning and delivery of the BRT proposal is considered by the Department of Premier and Cabinet in the preparation of the 5-year infrastructure implementation plan (due to be released in December 2017). In particular, that BRT to Doncaster is built and operational by year five (2022) – funded, planned and constructed during years one to five.

- 3.3 It is considered that advocacy on this matter should be pursued by Council, to ensure consideration and timely implementation of BRT in the Plan.

#### **4. COUNCIL PLAN / STRATEGY**

- 4.1 The recommendations being sought support Goal 2.3 of *Council's Plan (2017-2021)* to provide for *'well connected, safe and accessible travel'*. Objectives seeking to improve the transport network, access and connectivity is also supported by Council's *'Integrated Transport Strategy 2009'*. (Note: a new Transport Strategy is being prepared for adoption in 2018).

#### **5. IMPACTS AND IMPLICATIONS**

- 5.1 An improved transport network and provision of BRT for the region will contribute to supporting population growth, economic activity, access to jobs and services and provide for sustainable alternatives to the private motor vehicle.
- 5.2 While Council supports the development of a high frequency bus transport system to service the municipality, Council does not specifically endorse one scheme over another at this stage, including the Transdev market-led proposal.

#### **6. IMPLEMENTATION**

##### **6.1 Finance / Resource Implications**

Advocacy and support of any BRT options can be funded within Council's existing budget provided for 2017/18.

##### **6.2 Communication and Engagement**

A communications and media plan is currently being prepared (as an internal guiding document) to guide BRT advocacy for Council. Other advocacy and engagement with the community and relevant stakeholders will be undertaken with support of the Integrated Transport Advisory Committee (ITAC), the Eastern Transport Coalition (ETC) as a part of their 'Commuters Count' campaign, and by the Metropolitan Transport Forum (MTF), through their upcoming Bus Advocacy Campaign.

##### **6.3 Timelines**

Between now and December 2017, Council should actively pursue for the Department of Premier and Cabinet to include the BRT proposal in their Implementation Plan. In regards to overall advocacy, both the ETC and MTF campaigns are targeted at advocating for BRT in the lead up to the State election in late 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.





# Transport – Future Direction

DATE: 29 November 2016

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**PURPOSE:** To propose a number of key transport-based objectives, actions and advocacy for Council to consider.

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**EXPECTED OUTCOME:** To seek Council support (and budget allocations) to proceed with a number of preferred key future transport priorities over the next 24 months.

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## Our Transport Vision

Manningham City Council's transport vision is to facilitate and realise a well integrated, sustainable and accessible transport network, through the provision of all necessary infrastructure, services and education needed to achieve this outcome. The aim is to attain this by providing a mix of both road-based and dedicated public transport infrastructure, whilst simultaneously implementing behaviour change initiatives.

A comprehensive transport system includes all modes of travel – public transport (on and off road), private systems (such as car-share), private vehicles, freight, cycling and walking.

Transport systems shape cities, build lifestyles and drive local economies, and a well integrated transport network often underpins the successful operation of a city – providing adequate access to employment and jobs, health and education and other social services.

The State of Victoria generally aims for each municipality in Metropolitan Melbourne to increase the proportion of journeys undertaken by public transport to 20 per cent by 2020.

## Our Transport Story

The City of Manningham currently holds the unfortunate title as the only municipality in metropolitan Melbourne that is not serviced by either a tram or train – relying solely on a bus network for public transport. This has effectively characterised our municipality with a disproportionately higher level of car ownership per household and a lower rate of public transport use for daily travel than the metropolitan average (at 11% versus 16%).

### Bus Infrastructure

In 2009, the Department of Transport undertook a \$350 million investment to upgrade a number of local bus services in Manningham to a 'SmartBus' standard, by implementing the Doncaster Area Rapid Transit (DART) system. This initiative is considered to be a success – with bus patronage doubling since 2009, and the DART network operating above and beyond initial expectations. The DART service is now at capacity and straining under growing demand and pressure for more services and improved priority on the road network.

Given that Manningham presently relies solely on the bus network for its public transport provision, it is prudent that further investment is made to improve many local bus services, including improved connections to neighbouring key activity centres, such as Ringwood, Box Hill and Heidelberg, and the implementation of a Bus Rapid Transit (BRT) service to the CBD – which can provide for a mass-transit option for the area until a heavy rail solution is considered viable. In September 2015, Council supported the motion to pursue BRT as a key transport objective in the interim.

### Doncaster Rail

In 2010, a feasibility study was commissioned by the State Government into the viability of a Doncaster Rail link between Manningham and the CBD. A report was released in 2014 stating that a

rail link between Collingwood and Doncaster Park & Ride is feasible, albeit, with further investigation and assessment required. Public Transport Victoria (PTV) also supported a future rail link; proposing to deliver rail to Doncaster by 2029 in their *Network Development Plan – Metropolitan Rail (December 2012)* publication.

In response, Council engaged the same consultants, who had undertaken the State's feasibility study, to produce an implementation plan for the delivery of Doncaster Rail by 2029. This plan indicated that further investigations needed to commence in 2016, in order to develop the proposal and determine land footprint requirements. A copy of this plan is provided as Attachment 1.

However, due to an apparent lack of political appetite and competing transport priorities throughout the State, further investigation into this proposal has not proceeded. The present State Government has also confirmed advice to this effect, contained in correspondence from the Public Transport Minister, dated 30 June 2015 (refer to Attachment 2).

#### Walking and Cycling

Currently, daily walking and cycling activities by local residents are generally undertaken for recreation purposes. As such, based on 2011 Census data, use of cycling for commuting to work comprised of only 0.28 per cent of all commuter trips (compared to rates of above one percent in neighbouring Councils such as Banyule). Therefore, as a part of Council's *Bicycle Strategy 2013* objectives, the aim is to increase this level to one per cent by 2030, whilst also encouraging residents to take up walking and cycling as part of their general daily activities, such as taking children to school, walking to the local shops, or considering walking and cycling as a part of their overall health improvement.

In order to support this, Council has a role to provide the necessary infrastructure, promotion and education to encourage an increase in walking and cycling. This includes implementation of the objectives and infrastructure delivery outlined in the *Bicycle Strategy 2013* and completion of the Principal Pedestrian Network (PPN), through the ongoing provision of walking and cycling trails, safe pedestrian crossing points on main roads and the implementation of any necessary behaviour change programs to promote this change.

#### Doncaster Hill

The population of Doncaster Hill continues to swell by 20% each year. By 2021, the population of Doncaster Hill is expected to double from 2,370 residents today to over 5,500, and then increase a further 73% to over 9,500 residents by 2031. This growth is supported by an expected 275 per cent increase in the number of dwellings between years 2016 (1,232 dwellings) and 2031 (4,680 dwellings), with the number of dwellings and population already tripling since 2011.

In order to respond to this projected increase and demand for transport on the Hill, the *Doncaster Hill Mode Shift Plan 2014* was developed, primarily aiming to increase the proportion of Doncaster Hill residents using public transport from 19 per cent (currently) to 30 per cent of all journeys, by 2030. A key action to achieve this is through the implementation of the *Doncaster Hill Behaviour Change Plan 2015*, which seeks to encourage the use of sustainable travel options, such as walking, cycling and public transport, for daily activities.

Since 2009, Council's transport planning has been guided by the objectives of the '*Make Manningham Mobile*' transport strategy. However, in recent years, State transport objectives and priorities have changed, and a number of Council's existing transport-based planning strategies and policies have either been amended or changed. Therefore, given the significant change and shift in the transport and population climate, this document now requires a review.

#### **State Government Priorities**

Since coming into government, the Victorian Labor Party's current transport priorities are to:

- remove up to 50 railway level-crossings throughout Melbourne over eight years (seven have so far been completed, with another 13 under construction);
- extend the South Morang train line to Mernda by 2019;

- commence construction of the Melbourne Metro Rail Tunnel project (\$11 billion, and due for completion in 2026);
- undertake a number of road upgrades including widening of the Tullamarine and Monash Freeways; and
- commence construction of the Western Distributor Tollway.

A minor investment is also being directed to upgrade several local bus services, mostly concentrated around the western suburbs of Melbourne.

Just recently, Council has also received confirmation from the Minister that the Government is committed to undertaking an investigation to provide a Bus Rapid Transit (BRT) system between the CBD and Manningham, along with other local bus improvements, including revisiting the Manningham bus network changes first proposed in April 2015 (refer to Attachment 3).

Infrastructure Victoria (IV) is currently preparing a 30-Year Infrastructure Strategy, which is being formed with bi-partisan political support to guide the delivery of key infrastructure projects crucial to Victoria, including projects for transport, planning, water, environment, health, education and social services. At this point in time, the only objectives contained in the draft Strategy with regard to transport in Manningham include a significant upgrade to the local bus system (in reference to BRT) in years 5-10 and consideration for a proposed North-East Link Freeway, between the Ring Road in Greensborough and the Eastern Freeway, in years 10-15; although it does include reference to a metro-wide review of local bus services. The Doncaster Rail link has not been included as a recommendation within this Strategy, as they believe that the cost benefit is not warranted.

The Infrastructure Strategy is due to be adopted in December 2016, and the government then has 12 months to approve the initial five year plan. Council has lodged a submission on the draft (see Attachment 4).

Council officers have since met on more than one occasion with PTV, to put forward Manningham's case for improved public transport, and to better understand their proposals. PTV have confirmed that the timelines contained within their Strategy are the implementation dates, with planning and design to occur ahead of that, which aligns with the recent correspondence from the Minister, as referred to above.

#### **Transport Advocacy & ITAC**

Given the outcome of recent discussions with PTV and the State Government (with reference to correspondence from the Public Transport Minister), it is suggested that Council focus its key transport advocacy on achieving the desired outcomes for the BRT proposal. The BRT proposal has the capacity to achieve a number of Manningham's immediate public transport objectives, and provides for an opportunity to secure the median strip of the Eastern Freeway for public transport purposes (including future proposals for heavy rail).

In order to assist Council with its advocacy objectives, it is proposed to utilise the Integrated Transport Advisory Committee (ITAC). This committee has been approved to operate until at least the end of 2018, with a key objective of the group aimed at advocating for a range of transport improvements in the lead up to the 2018 State election.

Pending the outcome of Council's support for the objectives contained within this document, it is intended to harness the support of ITAC to advocate for the BRT proposal as a core objective (and inform the community on the nature of this proposal) through various avenues, including at community functions, representation at local markets and festivals and via media and public relation activities (supported by an approved Community Support Strategy).

For the 2016/17 period, Council allocated a budget of \$10,000 to support the tasks of this committee. It is anticipated that the committee will require a further allocation of \$15,000 in 2017/18 to support any advocacy activities outlined above.

#### **Suggested Key Transport Priorities**

It is suggested that Council consider supporting the following key priorities over the course of the next 24 months, as the core objectives to guide transport planning and advocacy:

1. Undertake a Review / Preparation of a New Manningham Integrated Transport Strategy (ITS)
  - The purpose of an ITS is to provide a clear framework for the future advocacy, planning, development and delivery of transport improvements over the next 10 to 15 years (2030), taking into consideration the current and projected transport planning climate.
  - The current ITS (*Making Manningham Mobile*) was endorsed in 2009 and has over time become outdated, and somewhat superseded by the preparation and review of a number of other supporting transport and planning strategies (such as the *Bicycle Strategy 2013*, *Doncaster Hill Mode Shift Plan 2014*, *Residential Strategy 2012 etc*). In addition, general State objectives and directions have significantly changed during this time (in reference to Infrastructure Victoria and the Plan Melbourne Planning Strategy), affecting transport priorities in Melbourne.
  - It is anticipated that a review and preparation of a new ITS could cost in the order of \$120,000 and require between 12 to 18 months to deliver (as community, stakeholder and internal consultation would be required). This process will involve the engagement of external consultant(s) to gather data, collate and provide necessary data, and undertake or manage the community and stakeholder engagement process.
  - It is therefore suggested that Council consider allocating \$120,000 in the 2017/18 Budget to undertake the review, to be delivered by December 2018.
2. Pursue the BRT Proposal
  - It is suggested that the proposal for a BRT network between the CBD and Manningham be designated as Council's key priority transport advocacy proposal, due to the current level of support, interest and feasibility for this proposal expressed by the State Government, Transdev and PTV.
  - This proposal is recommended on the basis that investigations are currently underway by PTV regarding a proposed upgrade of the 907 DART service along Doncaster Road to a BRT standard, with a preliminary assessment suggesting that it could be delivered at a cost of less than \$500 million, with implementation possible as early as 2019/20. A background paper on the BRT proposal is attached for reference (Attachment 5).
  - In addition, Council officers have been meeting with Transdev's CEO, who has outlined their intention to also advocate for BRT on this route. We understand that they have engaged a consultant to produce an independent feasibility report for them.
  - At the Council meeting of 29 September 2015, it was resolved to continue to advocate strongly for Doncaster Rail as the ultimate transport solution for Manningham, but that officers investigate improved BRT solutions, such as a busway, as an interim solution for improved commuting to and from the Melbourne CBD.
  - In order to compliment any State Government-led investigations/studies, it is recommended that Council undertake an independent assessment of the BRT proposal to validate the proposal, and ensure that the bus corridor is built in a manner that can be retrofitted to heavy rail in future.
3. Undertake a Local Bus Services Review and a Doncaster Road Corridor Assessment
  - In order to support the State Government's intentions to revisit the Manningham bus network changes proposed in April 2015, it would be prudent for Council to conduct an independent internal review to help identify and determine opportunities to improve local bus services and prioritise the delivery of bus infrastructure (such as shelters) to guide Council's annual Capital Works Programs. A similar review was prepared in 2012.
  - Similarly, given that the BRT proposal will initially investigate the Doncaster Road corridor as a pilot project, it is suggested that officers update current population and development projections for the Doncaster Road corridor (including Doncaster Hill), in order to gather strategic data to justify and contribute to the BRT proposal. A document will be prepared by December 2017 to relay this data.

- It is suggested that both of these tasks are undertaken in 2017/18 utilising existing resources. No additional funding will be required for this. The outcomes of this assessment/report can also contribute to the objectives of the new ITS and support the BRT proposal.
4. Prepare a Communications and Engagement Strategy
- In order to clearly articulate and communicate Council's preferred transport priorities, and to engender broad community support, it is proposed that a Communications and Engagement Strategy be prepared, to guide advocacy, actions and stakeholder engagement, in order to facilitate the preparation of the new ITS, BRT proposal and determine how to best utilise the ITAC committee to successfully assist with advocacy (and any other external committees, such as the Eastern Transport Coalition or Metropolitan Transport Forum).
  - This Strategy could also assist in effectively communicating Council's approach to educate the community on the concept of BRT – particularly in the lead up to the next State election in 2018 (as the BRT model is a relatively new concept in Victoria).
  - This may also involve collaboration with other affected Councils (such as Yarra, City of Melbourne and Boroondara) to form a regional local government group, to support the BRT proposal.
  - Further investigation is required to determine if all the actions and initiatives of such a strategy can be delivered 'in-house', or if external resources would be required to help develop and deliver a targeted advocacy campaign in the lead up to the election, which would require a suitable budget allocation. This will be the subject of a future report to Council.

#### **Ongoing Transport Advocacy and Tasks**

The following tasks support continuous improvements to the transport network in Manningham, and require ongoing support and consideration:

- Doncaster Rail: It is proposed that Council continue to pursue this proposal as a secondary ongoing priority, as a heavy rail line to Doncaster provides the ultimate mass-transit solution for the region. Although not considered as a priority for the Government, it has been acknowledged by PTV that a heavy rail line to Doncaster could be delivered by 2029, once a number of other significant upgrades to the rail network are achieved first (i.e. Melbourne Metro Rail Tunnel, deviation of the existing South Morang Line at Clifton Hill and an upgrade to high-capacity signalling).  
As such, it is proposed that Council should not abandon its advocacy on rail, however, focus on a 'stepping stone' approach aimed at:
  - a) working with the State government, PTV and Transdev to build the BRT system, thereby preserving the freeway alignment (in a manner that does not preclude rail);
  - b) working with relevant stakeholders to complete any necessary feasibility studies; and
  - c) once the BRT network is close to reaching capacity, building an evidence-based business case supporting a transition to heavy rail.
- Bus Rapid Transit: With the State Government advising that they will be undertaking a feasibility study on a Doncaster BRT, it will be critical that Council advocates for the best possible outcomes, including (i) the preservation of the rail corridor through dedicated bus transit lanes, as mentioned immediately above, (ii) an improved park and ride facility at Doncaster with more parking, grade-separated bus access to and from the freeway, and the potential for value add (value capture) on the site, (iii) improved bus priority along the Doncaster Road corridor, including through Doncaster Hill, (iv) the potential for additional park and ride facilities, (v) bus priority improvements at the City end of the freeway and along Hoddle Street, (vi) improved bus linkages within Manningham onto the BRT and (vii) high standard rolling stock, including the potential for electric vehicles.
- Walking and Cycling: Council shall continue to deliver upon the objectives and actions of the *Principal Pedestrian Network (PPN) Plan* including through the delivery of more safe pedestrian

crossing points, implementation of the *Bicycle Strategy 2013*, preparation of a feasibility study of a new Yarra River bridge crossing between Bulleen and Heidelberg (near Heide Museum) and the implementation of actions contained in the *Doncaster Hill Mode Shift Plan 2014 / Doncaster Hill Behaviour Change Plan 2015*.

- **Local Bus Network Improvements:** Manningham has no hospitals, tertiary education facilities or train stations. Therefore, our residents are heavily reliant on accessing these services within neighbouring municipalities, which is why transport links to key centres, such as Ringwood, Box Hill and Heidelberg, are so important. There is a need to advocate for improved linkages to these centres, where the frequency to Ringwood is not ideal, there is no direct link to Box Hill, except from Doncaster Hill, and there is no direct link to Heidelberg from most parts of Manningham. There is also a need to advocate for better timetabling and routing within the municipality (as many routes are not direct and very convoluted) for the local buses to feed into the existing DART services and proposed BRT, to help alleviate parking pressures in local streets and car parks around some bus stops.
- **Improved Key Transport Interchanges:** Work collaboratively with various stakeholders to provide upgrades to our key transport interchanges at Westfield Doncaster (in association with the proposed Amendment and planned future upgrade to the Centre), Doncaster Park and Ride (VicRoads and PTV) and The Pines Shopping Centre (Stocklands and PTV). These three interchanges are located on private land, and external stakeholder input and support will be required.

#### **Withhold Advocacy (until it is warranted, or State Government priorities change)**

The following matters do not currently have a high political priority, and/or, would be premature for Council to consider as a priority at this point in time:

- **North East Link Freeway:** This proposal is still in its infancy, and no detailed assessment or plans are currently available (including any preferred route). However, this proposal does form a key priority in IV's Strategy for years 10 – 15 and it is, therefore, suggested that Council keep an eye on this proposal and respond/contribute accordingly when the time arises.
- **Route 48 Tram Extension:** This proposal is currently not a priority of the current State Government and lacks any political appetite to pursue. This proposal is not contained within IV's Strategy, requires significant infrastructure funding and the transport objective of a tram can be achieved by bus/BRT. It is, therefore, suggested that Council does not pursue the tram proposal at this point in time, to avoid diluting messaging to the community and other stakeholders about transport priorities for Manningham.

#### **Recommendations**

Based on the above proposals, the following recommendations are intended to be presented for Council's consideration:

1. Refer \$120,000 to the 2017/18 Council budget for a new Manningham Integrated Transport Strategy.
2. Refer \$15,000 to the 2017/18 Council budget to facilitate the actions of the Integrated Transport Advisory Committee (ITAC).
3. Reaffirm support of the BRT proposal as Council's key short term priority transport proposal (ahead of the longer term Doncaster Rail).
4. Undertake an in-house Local Bus Services Review by December 2017.
5. Undertake an in-house Doncaster Road Corridor assessment by December 2017.
6. Undertake the preparation of a Communications and Engagement Strategy.

#### **Attachments**

- Attachment 1 – Doncaster Rail Prospective Implementation Program (URS, July 2015)
- Attachment 2 – Correspondence (Doncaster Rail) from the Public Transport Minister, 30 June 2015.
- Attachment 3 – Correspondence (BRT) from the Public Transport Minister, 3 November 2016.
- Attachment 4 – Council's Submission to Infrastructure Victoria, 27 October 2016
- Attachment 5 – Background paper on the BRT proposal.

CI16/36875

**Hon Jacinta Allan MP**Minister for Major Projects  
Minister for Public Transport

3 NOV 2016

1 Spring Street  
Melbourne, Victoria 3000 Australia  
Telephone: +61 3 8392 6100  
DX 210292

Ref: COR/16/186593

Cr Paul McLeish  
Manningham City Council  
PO BOX 1  
DONCASTER VIC 3108MANNINGHAM  
11 NOV 2016  
CITY COUNCIL

Dear Cr McLeish

Thank you for your letter of 1 September 2016 about the Doncaster Bus Rapid Transit (BRT) proposal. I apologise for the delay in responding.

I appreciate Council's ongoing support for improving public transport for the communities of Manningham and surrounding areas.

The Andrews Labor Government has committed \$100 million to improve local bus networks across Victoria. This includes adding routes, increasing frequencies and building stronger, better-connected networks. The 2016-17 State Budget commits \$15 million additional bus funding to deliver these services sooner, and \$10 million for new services.

I am pleased to advise some of the committed \$100 million is has been allocated for feasibility study on the Doncaster BRT proposal along the Eastern Freeway, with Public Transport Victoria (PTV) undertaking this study.

Several other projects and studies are planned, including investigating bus priority measures along Thompsons Road, improving services to the Doncaster Park and Ride, and revisiting the Manningham bus network changes proposed in April 2015.




PTV will continue to work with Council and the operator, Transdev, on these projects at the appropriate time.

Thank you again for raising this matter with me.

Yours sincerely

**Hon Jacinta Allan MP**  
Member for Bendigo East  
Minister for Public Transport

## 11.2 Deep Creek Reserve - Use of Floodlights for Baseball Competition

File Number: IN17/458  
Responsible Director: Director Assets and Engineering  
Attachments: 1 Deep Creek Reserve Floodlighting Upgrade - Letter of Support - Baseball Victoria [↓](#)   
2 Survey Responses [↓](#)   
3 Survey Responses Graph [↓](#) 

### EXECUTIVE SUMMARY

*The floodlights at Deep Creek Reserve (157 Heidelberg-Warrandyte Road, Doncaster East) have recently been upgraded. As a result of this upgrade, Doncaster Baseball Club has made a request to Council to host junior night competition at the reserve.*

*At the April 2017 Council Meeting, Council endorsed that officers undertake a feasibility review to assist in making a decision on the validity of the club's request. Resident consultation formed a major component of this review.*

*Following the conclusion of the feasibility review, it is recommended that a trial period be introduced throughout the 2018 winter season (April – September 2018) to determine the ongoing impact of junior night baseball competition at the reserve.*

### 1. COUNCIL RESOLUTION

**MOVED: CR PAUL McLEISH**  
**SECONDED: CR ANDREW CONLON**

**That Council:**

- A. Approves a trial period for junior night baseball competition at Deep Creek Reserve to be conducted during the 2018 winter season.**
- B. Supports the undertaking of a review at the conclusion of 2018 winter season to determine the ongoing feasibility of junior night baseball competition at Deep Creek Reserve.**

**CARRIED**

### 2. BACKGROUND

- 2.1 Deep Creek Reserve caters for senior and junior baseball training and competitions all year round.
- 2.2 The facility is home to Doncaster Baseball Club (DBC).
- 2.3 DBC currently has in excess of 300 members, of which 150 are junior males and females.



- 2.4 Deep Creek Reserve is the only purpose built baseball facility in Manningham, and in order to provide all of the club's junior members with participation opportunities, DBC needs to look at alternative competition times that previously have not been considered.
- 2.5 The floodlighting infrastructure at Deep Creek Reserve (i.e. lamp fittings and hardware) was upgraded during the 2016/17 financial year and now provides an infield lighting average of 379 lux, as well as an outfield lighting average of 143 lux.
- 2.6 As a result of the floodlighting upgrade, DBC has requested that the type of use that is permitted at Deep Creek Reserve be changed to include junior night competition.
- 2.7 At the April 2017 Council Meeting, Council endorsed that officers undertake resident consultation for the proposed change in use at Deep Creek Reserve as part of an overall feasibility review that is mandated in the Outdoor Sports Infrastructure Guidelines. Council resolved as follows:

*That Council:*

- A. *Supports the consideration of night competition for junior baseball participants at Deep Creek Reserve, Doncaster East.*
- B. *Approves the commencement of resident consultation in line with the process outlined in the Outdoor Sports Infrastructure Guidelines.*

### 3. DISCUSSION / ISSUE

- 3.1 Resident consultation occurred between Monday 15 May 2017 and Friday 9 June 2017. The following activities were undertaken as a part of the consultation process:
- 3.1.1 Signage located on site at Deep Creek Reserve to inform park users and passers-by of the proposed change in use;
- 3.1.2 A letter addressed to 216 properties surrounding Deep Creek Reserve, to advise of the proposal; and
- 3.1.3 A dedicated page on the 'Your Say Manningham' website, which provided the community with the opportunity to make a submission in relation to the proposal.
- 3.2 Council received four (4) submissions from nearby residents during the consultation period. A summary of each submission can be found below:

Position	Issue
Supports the proposal, with changes	Floodlights shine into rear of property
Supports the proposal	N/A
Supports the proposal, with changes	Increase in traffic around the reserve
Supports the proposal, with changes	Increase in traffic around the reserve

3.3 Based on the submissions received, it is evident that there are no broad concerns with the proposal amongst the surrounding community, but that the potential increase in traffic around Deep Creek Reserve is the main issue raised within the small response.

3.4 Following the receipt of these submissions, officers sought advice from Council's Traffic Engineers in relation to the traffic around the reserve. The following advice was provided:

*“It is understood that concerns have been raised regarding the potential for overflow parking to occur in the local road network in the vicinity of Deep Creek Reserve as result of the proposed change of use at the reserve. It is considered that the majority of parking associated with the reserve can be accommodated on site and any overflow car parking will continue to utilise the quarry parking area, situated immediately to the west of the subject site.*

*In relation to the increase in traffic volumes along the local road network, specifically Deep Creek Drive, it is considered that motorists will continue to choose to travel along the arterial road network, as both Heidelberg-Warrandyte Road and Anderson Creek Road provide direct access to the reserve and are designed to carry higher volumes of traffic.”*

3.5 Following this advice, officers responded to each resident who made a submission to determine their support for a potential trial period for junior night competition during the 2018 winter season. Each resident responded in support of this potential proposal. The specifics of the proposal are listed in section 3.7.

3.6 In addition to the resident consultation, Council's Outdoor Sports Infrastructure Guidelines state that officers are required to consider the following issues during the feasibility review:

Issue	Outcome
<p>Consistency with Council policy, plans, strategies, guidelines and planning controls</p>	<p>Consistent with Council Plan – Strategic Objective Four. Council commits to ensuring that local infrastructure meets the needs of future populations.</p> <p>Consistent with findings of Active for Life Recreation Strategy 2010-25. Council is working with DBC to create additional programming opportunities to cater for the club's steady membership growth.</p> <p>Complies with the planning controls. Deep Creek Reserve is classified as PPRZ (Public Park and Recreation Zone) under the Manningham Planning Scheme. Night sporting competition is permitted under this zoning in the Planning Scheme.</p> <p>Deep Creek Reserve is subject to an Environmental Significance Overlay (ESO2 and ESO3). Council's Statutory Planners advised on 15 February 2017 that despite these overlays, an environmental and conservation impact assessment was not required as part of the feasibility review.</p>

Security lighting at facility	Security lighting was installed in the car park at Deep Creek Reserve when the car park was re-surfaced in 2014. Adequate security lighting exists around the pavilion exterior to cater for spectators.
Car parking capacity	The car park re-surfacing in 2014 provided DBC with 34 parks (including two accessible parks) for use for training and competition. At busy competition times, the club also utilises the entrance area to the Doncaster Quarry as parking overflow. This allocation of parking is suitable for the needs of the club and ensures that cars are not parked on Heidelberg-Warrandyte Road, or in front of the houses of nearby residents.
Impact on residents	Residents will notice a slight increase in car parking on selected weeknights to cater for junior competition; however, the level of car parking is not expected to be different to the level that already exists on weekends at Deep Creek Reserve. As the facility is already used for training on weeknights, residents will not experience any difference in the amount of light that is emitted from the upgraded lighting infrastructure.
Consultation with state sporting association	Officers have consulted with Baseball Victoria on a number of occasions throughout the project consultation and the night competition feasibility review. Attached to this report is a letter of support for the project from 21 October 2015 which clearly indicates Baseball Victoria's support for junior night competition at Deep Creek Reserve.

3.7 Based on the resident consultation and additional research that was conducted as a part of the feasibility review, it is proposed that a trial period is the most appropriate outcome. The trial will take place throughout the 2018 winter season (i.e. April – September 2018). The proposed conditions of use as a part of the trial are as follows:

3.7.1 Matches would be managed through DBC's annual allocation agreement with Council.

3.7.2 No more than two midweek matches would be permitted each week. These matches would occur in place of training, so that DBC's allocation of the field does not increase.

3.7.3 Matches would not conclude any later than 10.00 pm, in line with Council's Local Laws.

#### 4. COUNCIL PLAN / STRATEGY

- 4.1 Strategic Objective Four of the Council Plan (Planning for Where We Live), recognises the need to continue to respond to the challenges of population growth, by endeavouring to take a considered and sustainable approach to development, respecting the natural environment. In addition, Council commits to working collaboratively with the community, to ensure that effective planning is in place and that local infrastructure meets the needs of future populations.
- 4.2 Council's Active for Life Recreation Strategy 2010-25 clearly outlines the limitations of DBC's existing facilities, as well as the club's desire for additional facilities to cater for steady membership growth (Section 2 – A-Z Activity Summaries).

#### 5. IMPACTS AND IMPLICATIONS

- 5.1 The ability to host junior night competition at Deep Creek Reserve will provide significant economic benefits for DBC. Midweek competition will provide the club with the ability to run a canteen more often and offer their members more opportunities to interact in a social setting. The result of this will be likely increases in revenue for DBC from additional canteen/bar sales and merchandise sales.
- 5.2 The health and wellbeing of baseball participants within Manningham will improve as a result of the additional programming opportunities. DBC's junior membership will have greater opportunities to participate in matches at Deep Creek Reserve, meaning more young people would be exercising outdoors more often.

#### 6. IMPLEMENTATION

##### 6.1 Finance / Resource Implications

The major financial implication will be an increase in utility charges at Deep Creek Reserve; however, these charges will be recovered from DBC on an ongoing basis as a part of Council's standard practice for utility cost recovery.

##### 6.2 Communication and Engagement

Surrounding residents were engaged throughout the consultation process via a letter, as well as a dedicated page on the 'Your Say Manningham' website. As mentioned previously, each submission that was received as a part of the consultation process indicated a positive response to the proposal. Officers have responded to each submission personally to thank the residents for their response and to address minor issues that were raised as a part of the proposal.

##### 6.3 Timelines

Should Council endorse the trial for junior night competition to take place at Deep Creek Reserve, it is envisaged that this use will commence in April 2018. Officers will review the agreement at the conclusion of the 2018 winter season (i.e. September 2018) to ensure that junior night competition is not adversely affecting the amenity of the reserve, or surrounding residents. The results of this review, along with a long term recommendation for junior night competition use, will be provided to Council at this time.

**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.



PO Box 57, South Melbourne VIC 3205  
T: (03) 9645 8000 | F: (03) 9645 8200  
E: [playball@baseballvictoria.com.au](mailto:playball@baseballvictoria.com.au)  
W: [www.baseballvictoria.com.au](http://www.baseballvictoria.com.au)

20 October 2015

Chris Brown  
Sports Development Planner  
Manningham City Council  
PO Box 1  
Doncaster Victoria 3108

Dear Chris

**Re: Support for Upgrades of Lights at Deep Creek Reserve**

As the peak body for the sport of baseball in Victoria, I write on behalf of Baseball Victoria to express our support for the upgrade of the current lights at Deep Creek Reserve in the City of Manningham for the use of baseball.

The Doncaster Club is currently a tenant at Deep Creek Reserve and also uses fields within and outside Manningham for spillage games. Baseball Victoria sees the prospect of upgrading the lights at this site as imperative to the growth and development of this club. The Doncaster Club has developed a large mens program, as well as highly successful womens and junior programs. This causes scheduling problems for games at Deep Creek Reserve.

With the upgrade of the lights, Baseball Victoria would be prepared to schedule Little League Games (U12) at a minimum at night to utilise these lights, which will assist Baseball Victoria in scheduling games that are required to be played at Deep Creek reserve. Baseball Victoria believes the upgrade of the existing 20m light poles to be appropriate for these games.

Baseball Victoria would also be prepared to do its due diligence on whether other age groups could be scheduled at Deep Creek Reserve under the lights being proposed for Deep Creek Reserve, such as the Junior League (U14) age group and potentially some other lower level grades that fall under the class 111.

As has been the case so far, Baseball Victoria continues to hope to work closely with the Doncaster Baseball Club and Manningham City Council to provide support and assistance in the upgrade and utilisation of these lights.

Baseball Victoria therefore provides its support to the Manningham City Council in its endeavours to upgrade the lights at Deep Creek Reserve.

Please do not hesitate to telephone me on (03) 9645 8000 should you require any further information regarding this possibility or this letter of support.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Ashley Blair', with a stylized flourish extending to the right.

Ashley Blair  
Interim General Manger

cc: John Hollingsworth – President – Doncaster Baseball Cub

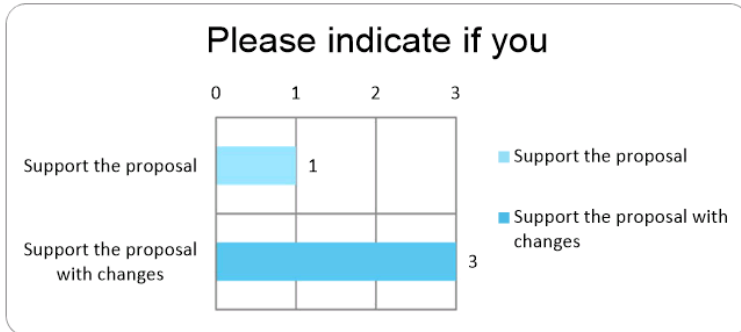
Survey Response		
Please indicate if you	Please provide your comments/feedback on the proposal	Which of the following best describes you?
Support the proposal with changes	<p>Currently when on the Lights at the rear of the pitch closest to the council fill shines directly into our lounge and eyes causing us to close the curtains and blinds and removing our view.</p> <p>We support the proposal if they put a filter on that light, tilt it forward or a covering to stop the light going directly forward as it does now.</p> <p>One of our sons attended the club and we have even sponsored a team with shirt.</p> <p>This has only recently become a problem as a few trees between us have fallen leaving the area open to the excessive light.</p>	Nearby resident, I live near Deep Creek Reserve
Support the proposal	<p>I think this is an excellent initiative. Junior sport should be encouraged and the improved use of existing facilities makes perfect sense. My only concern is for people living closer to the Reserve in that parking and traffic does not become a problem for them.</p>	Nearby resident, I live near Deep Creek Reserve
Support the proposal with changes	<p>It is often difficult to turn right from Anderson's Creek Road to Warrandyte Road between 4pm-6pm, as people rush home during weeknights. The cars travel fast as they are coming downhill from both directions. With the expected increase in traffic due to weeknight games, the traffic situation will worsen and might even cause accidents. I support the introduction of weeknight games only if the traffic issue is addressed. I believe the installation of traffic lights at this intersection would help.</p>	Nearby resident, I live near Deep Creek Reserve
Support the proposal with changes	<p>I have concerns with parking in the area for those nights affecting access to local roads ie restrictions to parking along deep creek drive. Also safety of nearby Junction which has issues with accidents especially if area becomes very busy.</p>	Nearby resident, I live near Deep Creek Reserve



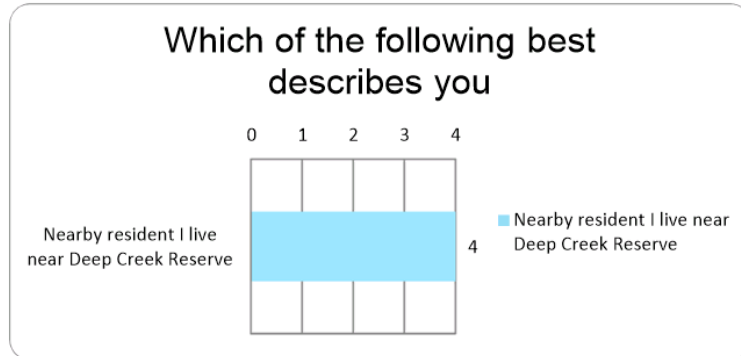
**Survey Responses Graph**

*\*special characters like '&' will be removed from options*

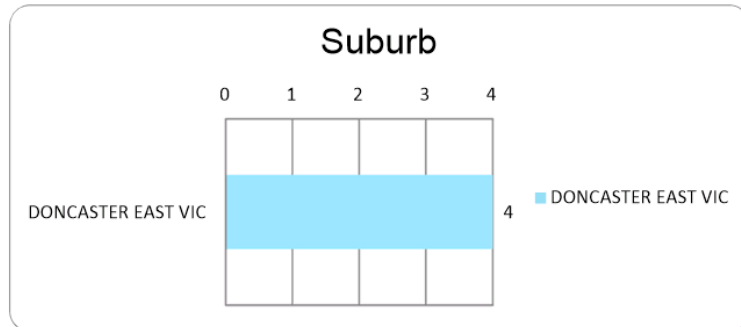
Please indicate if you	
Support the proposal	1
Support the proposal with changes	3



Which of the following best describes you?	
Nearby resident I live near Deep Creek Reserve	4



Suburb	
DONCASTER EAST VIC	4



### 11.3 Mullum Mullum Stadium - Expression of Interest Process for Stadium Usage

File Number: IN17/464  
Responsible Director: Director Assets and Engineering  
Attachments: Nil

#### EXECUTIVE SUMMARY

*In September 2014, following an extensive community consultation period, Council endorsed the Mullum Mullum Reserve Management Plan.*

*A recommendation of the Management Plan is the construction of a new 5 court, multi-use highball stadium at the southern end of the reserve, which is currently underway. It is likely that the Mullum Mullum Stadium, which is due to be completed in early 2018, will accommodate sports such as badminton, basketball, netball, table tennis, volleyball and community recreational activities.*

*A detailed Business Plan was prepared for the facility to guide the management and operation of the Mullum Mullum Stadium. The Business Plan aligns with Council's "Priority of Use" guidelines, which outline a range of priority levels for programming at the facility, to ensure that the stadium is multiuse (catering to a wide range of sports and activities) and that the performance outcomes of the facility are maximised.*

*Council has appointed the Manningham YMCA (MYMCA), under Contract No. EF12/25884 – Management and Operation of Manningham City Council's Indoor Highball Stadiums, prior to the completion of construction of the proposed stadium, to implement the Priority of Use Guidelines and to undertake the Expression of Interest (EOI) process for allocation of court space.*

*In order for the MYMCA to carry out the EOI, Council, at the 26 April 2017 Council Meeting, endorsed a court hire pricing model for stadium usage.*

*The EOI package is complete, along with a comprehensive Communications Strategy that has been developed to manage the process. Officers are now seeking endorsement from Council to open the EOI process on Thursday 31 August 2017.*

#### 1. COUNCIL RESOLUTION

**MOVED: CR ANDREW CONLON**  
**SECONDED: CR PAUL McLEISH**

**That Council:**

- A. endorse the Expression of Interest process to commence on Thursday 31 August 2017, for a period of six weeks.**
- B. resolves the confidential resolution carried at the 26 April 2017 Council Meeting at item 18.1, Mullum Mullum Stadium Pricing Schedule, is no longer confidential to enable the stadium hire fees to be included in the Expression of Interest process.**

**CARRIED**

## 2. BACKGROUND

- 2.1 Council, at the 26 April 2017 Council Meeting, endorsed a court hire pricing model for stadium usage.
- 2.2 Council officers, in conjunction with the MYMCA, have now prepared the EOI package and have finalised the Communications Strategy, which will be implemented to assist with the EOI process, for consideration by Council.

## 3. DISCUSSION / ISSUE

- 3.1 The EOI package, which has been prepared by MYMCA, contains the following key information:
  - 3.1.1 Ground floor and first floor plans to provide potential users with context.
  - 3.1.2 Fees and charges that apply to court and function room hire. Function room hire charges have been determined by Council in consultation with MYMCA, based on a benchmarking exercise that has been undertaken on other similar community facilities in Manningham (via Council's Schedule of Hire Rates for Community Facilities) and across Victoria. The determined function room hire charges are consistent with Council's *Schedule of Hire Rates – Community Facilities for Hire*, particularly the hire fees for the Ajani Centre and Pines Centre, which are considered similar facilities in terms of size.
  - 3.1.3 Additional services that are available to potential stadium users as part of their usage agreement.
- 3.2 As part of Council's goal to secure a range of sponsorship opportunities for Mullum Mullum Stadium, a sponsorship and relationship expert has been engaged to assist in developing potential prospects. The output from the project will include a detailed list of identified prospects, the Sponsorship Proposal, including a range of offers, and a number of variations of the proposal to suit different prospects, as well as a strategy for Council officers to implement.
- 3.3 The sponsorship project will consider the needs of stadium users and their ability to provide opportunities for their sponsors and associates, as well as Council's management of the facility. The sponsorship opportunities identified for stadium users will be included in the EOI package.
- 3.4 The EOI package is supported by a comprehensive Communications Strategy that has been developed to manage the process. The key information to come out of the Communications Strategy is listed below:
  - 3.4.1 Council has appointed MYMCA to manage the EOI process under the existing Contract No. EF12/25884 – Management and Operation of Manningham City Council's Indoor Highball Stadiums.
  - 3.4.2 The objectives of the communications strategy are to:
    - Inform potential user groups of the opportunity to register their interest in Mullum Mullum Stadium;
    - Address key issues and risks that have been identified to encourage EOI's; and

- Promote Mullum Mullum Stadium as a premium, purpose built, high end facility for Manningham.
- 3.4.3 For the purpose of the EOI, a Manningham based user group is defined as a club or group that at 31 July 2017:
- Has a primary address based in Manningham; and/or
  - If affiliated with an association, league or other overarching body, which is registered as being based in Manningham.
- 3.4.4 Key messaging has been developed in relation to potential issues that have been identified to ensure that Council can proactively address issues as they arise.
- 3.4.5 All marketing and promotional material to be issued throughout the EOI process will be co-branded by Council and MYMCA.
- 3.4.6 Increased monitoring of Council's media and social media channels will occur during the EOI process.
- 3.4.7 MYMCA will undertake one-on-one meetings with any user group that requests this form of correspondence, to ensure that the EOI process is provided with a personal approach.
- 3.4.8 The Mayor's monthly project update in August 2017 will make reference to the EOI process being underway.

#### **4. COUNCIL PLAN / STRATEGY**

- 4.1 Strategic Objective Four of the Council Plan (Planning for Where We Live), recognises the need to continue to respond to the challenges of population growth, by endeavouring to take a considered and sustainable approach to development, respecting the natural environment. In addition, Council commits to working collaboratively with the community, to ensure that effective planning is in place and that local infrastructure meets the needs of future populations.
- 4.2 Council's Active for Life Recreation Strategy 2010-25 outlines two key actions that have led to the planning and construction of Mullum Mullum Stadium:
- 4.2.1 Monitor usage of the demand of the indoor multi-purpose courts (stadiums) to assess the demand of an additional five courts in the municipality to accommodate basketball, netball, badminton and futsal (Action 4.3.11).
- 4.2.2 Undertake the development and implementation of the Mullum Mullum Reserve Management Plan (Action 4.5.35).

#### **5. IMPACTS AND IMPLICATIONS**

- 5.1 The recreation strategy identifies recreation demand for basketball, netball, table tennis, volleyball, badminton and futsal, and nominates Mullum Mullum Reserve as the selected site to provide the required infrastructure
- 5.2 The Mullum Mullum Highball Facility Business Plan and industry benchmarking has identified that several major factors are central to the long-term operational success of a highball stadium. Specifically, it is identified that the alignment of the Priority of Use, the management model and the facility design is critical to maximise facility performance.

- 5.3 The true test of the intended fee structure will be its market acceptance, which can only be assumed at this stage within the foregoing modelling. The Expression of Interest process for the use of the stadium will be the initial test for the market acceptability of the proposed fee rate.

## 6. IMPLEMENTATION

### 6.1 Finance / Resource Implications

Council has commissioned MYMCA to manage the entire EOI process on Council's behalf. MYMCA is working closely with Council Officers to ensure that the process is implemented and maintained effectively.

### 6.2 Communication and Engagement

As mentioned previously, both Council and MYMCA will be responsible for the administration of communications and engagement objectives, as identified by tasks in the communications strategy.

### 6.3 Timelines

The following table outlines the key tasks and indicative timing associated with each task:

Task	Responsibility	Timing
Review Priority of Use, Manningham City Council EOI Policy & Business Plan	MYMCA	1 February 2017 – 21 February 2017
Prepare EOI Documentation	MYMCA	22 February 2017 – 19 July 2017
Review and Approve EOI Documentation	MCC	20 July 2017 – 3 August 2017
<b>Council Approval of Communications Strategy and EOI Documentation</b>	<b>MCC</b>	<b>Tuesday 29 August 2017</b>
Advertise User Group EOI Submission Process	MYMCA	31 August 2017 – 13 October 2017
Assess and Summarise EOI Submissions	MYMCA	16 October 2017 – 3 November 2017
Review and Approve Proposed Tenants	MCC	6 November 2017 – 17 November 2017
Notify (Un) Successful Submitters & Enter Into Contracts	MYMCA	20 November 2017 – 15 December 2017

## 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.

## **12 COMMUNITY PROGRAMS**

There are no Community Programs reports.

## **13 SHARED SERVICES**


There are no Shared Services reports.

## 14 CHIEF EXECUTIVE OFFICER

### 14.1 Manningham Quarterly Report 2016/17. Quarter 4: April - June 2017

File Number: IN17/461

Responsible Director: Executive Manager People and Governance

Attachments: 1 Attachment 1 Manningham Quarterly Report, Q4, 2017 [↓](#)  


#### EXECUTIVE SUMMARY

*The Quarterly Report outlines key organisational indicators and many of the reporting requirements under the Local Government Performance Reporting Framework (LGPRF). The report enables greater transparency to monitor and track key aspects of council's performance for continuous improvement purposes.*

#### 1. COUNCIL RESOLUTION

**MOVED: CR PAUL McLEISH**  
**SECONDED: CR PAULA PICCININI**

**That Council note the Manningham Quarterly Report for April – June 2017.**

**CARRIED**

#### 2. BACKGROUND

The report has been developed to meet the requirements under the Local Government Performance Reporting Framework and to promote transparency.

#### 3. DISCUSSION / ISSUE

The report is produced on a quarterly basis for Council (September, December, March, June).

Report Summary

##### 3.1 Capital Works

Council has reached the target of completion of 90% of projects (including those partially completed). A comprehensive summary was provided to Council on 25 July 2017.

##### 3.2 Finance

Council is in a sound financial position and is committed to remain focussed on being a financially sustainable Council.

**3.3 Activity Report**

Good performance overall with an increase in statutory planning (decisions within 60 days) and five of the six major initiatives achieved against the measure of success.

**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.





# Manningham

## Quarterly Report 2016/17

### Quarter 4: April - June 2017

## 1. Capital Works



**103**

Projects  
Total



**66**

Projects  
Completed



**37**

Projects  
To complete

\$50.7m Adopted Budget

\$57.7m Mid-Year Budget

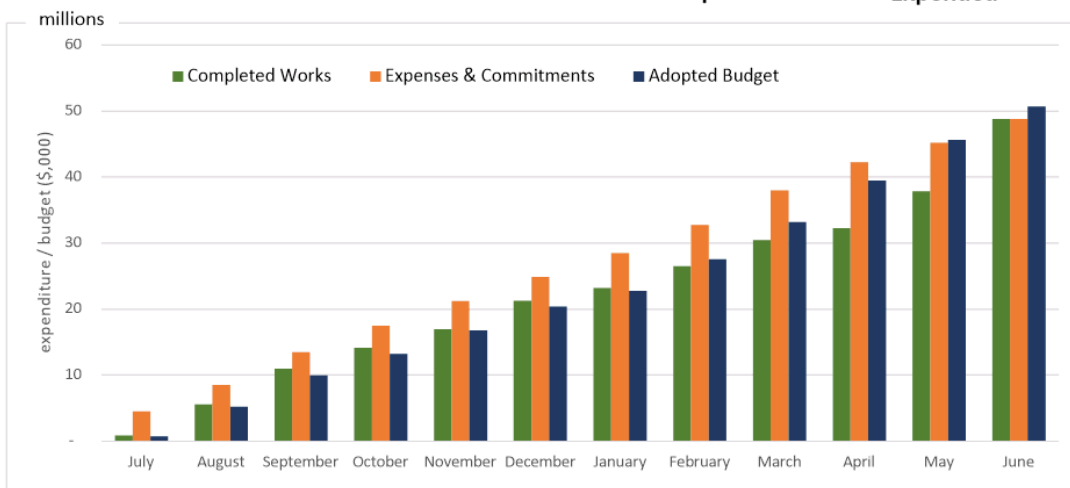



**96.3%**

Adopted Budget  
Expended

**84.7%**


Mid Year Budget  
Expended






CAPITAL WORKS  
(Actual Expenditure)

**\$48.82m**



CAPITAL WORKS  
VARIANCE  
(Adopted Budget)

**\$-1.88m**  
3.8% ↓



CAPITAL INCOME  
& GRANTS

**-12.6%** ↓

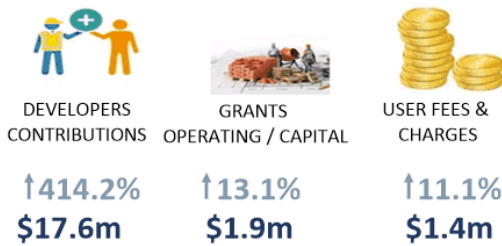
### Spotlight

The overall financial performance indicators reveal that \$48.8 million (96.3%) of the Capital Works Program for 2016/17 was spent against the adopted budget of \$50.7 million (non-capitalised), which is above the Council Plan performance target of 90%.

## 2. Finance

	Revenue	Expenses	Surplus
Budgeted	\$127.7m	\$115.7m	\$12.0m
Actual	\$149.5m	\$111.0m	\$38.6m

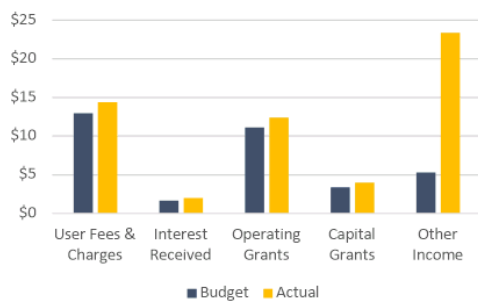
### Revenue Variation



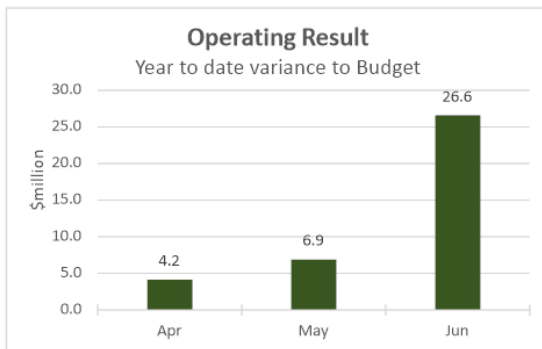
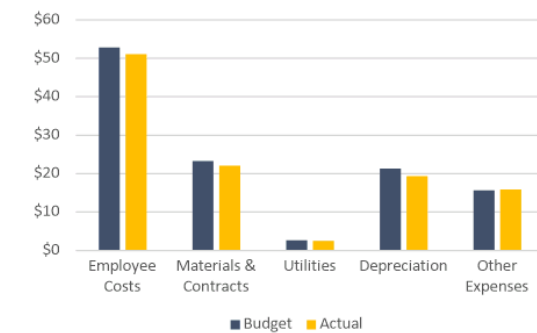
### Expenses Variation



Year to date Revenues  
(excluding rates & charges and net proceeds on sale of assets)



Year to date Expenses



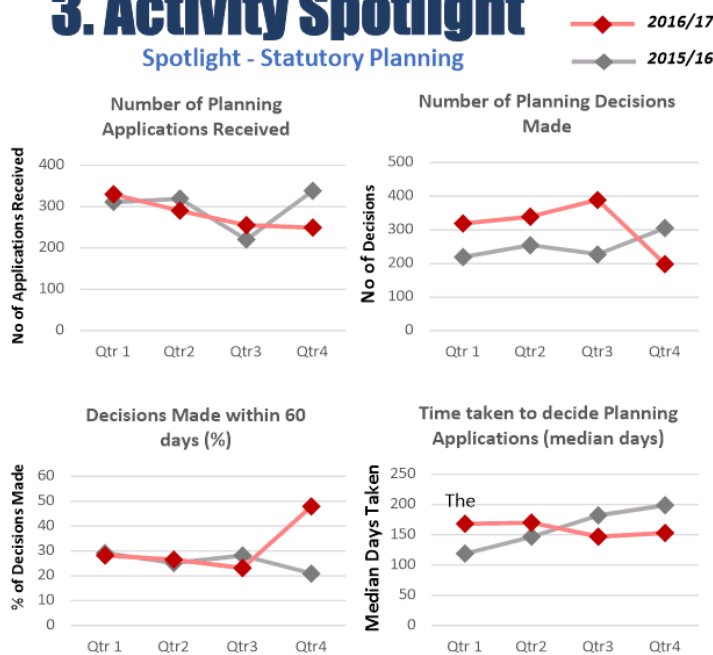
### Spotlight

Council's financial results for 2016/17 improved upon the mid year review forecast by \$26.6 million or \$23.8 million upon the adopted budget. Revenue from developer contribution of \$22.4 million was \$17.6 million above budget.

The year end result shows that Council is in a sound financial position and is committed to remain focussed on being a financially sustainable Council.

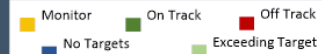
### 3. Activity Spotlight

#### Spotlight - Statutory Planning

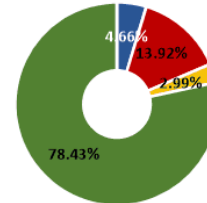


#### Organisation Performance

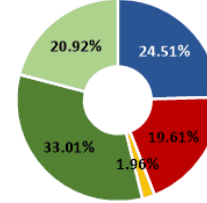
##### Progress during the Quarter



##### Action Performance




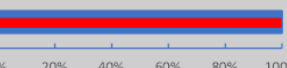
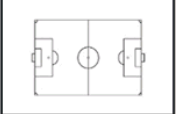
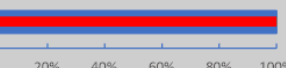

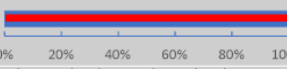

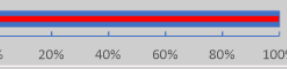

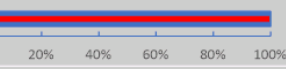


##### KPI Performance



Council is within target to deliver 86% of actions and 80.4% of KPIs

## Major Initiatives

 <p><b>Mullum Mullum Creek Linear Park</b></p> 	 <p><b>Live Well Bulleen Community Strengthening Project</b></p> 	 <p><b>Building Mullum Mullum Stadium (Stage 1)</b></p> 
<p>Three of the four major bridge structures have been installed and trail base established along the entire one kilometer length. Weather and access delays have pushed completion schedule to September 2017.</p>	<p>The Live Well Bulleen Project has been designed in partnership with local community organisations to strengthen wellbeing through community participation. Successful activities throughout the year have included Pop Up Park activities, Ajani Multicultural</p>	<p>The measure of success has been achieved as the construction tender for Mullum Mullum Stadium was appointed on schedule in late 2016.</p>
 <p><b>Transport Advocacy</b></p> 	 <p><b>Growing and supporting the economy</b></p> 	 <p><b>Council Plan and Healthy City Plans</b></p> 
<p>Advocacy has been achieved with regional partners; securing greater capacity and support for the 'Bus Rapid Transit (BRT) 'Commuters Count' campaign and the TransDev proposal to construct a \$500 million BRT line from the CBD to Doncaster East.</p>	<p>A 10% increase in subscribers and local directory contacts has been achieved as the Economic Development Strategy implementation is rolled out.</p>	<p>The 1000s of Voices community campaign engaged 2500s local community voices at over 50 events and activities to inform the Plans. Following analysis, 11 goals were identified and the Plans adopted by Council.</p>

## 4. CEO Key Performance Indicators

● Complete ● On Track ● Off Track







Key Performance Indicator (KPI)	Measures	Status
<b>1. Citizen Connect</b> Develop a holistic customer service programme that establishes a whole of business model that drives the Council to deliver modern and best practice customer experiences across all services. This is a four year initiative.	1) Citizen Connect Start Up programme developed and recommendations presented to Council for endorsement by August 2016.	●
	2) Launch of multi-channel Contact Centre by end of August 2017.	●
<b>2. Rate Capping and Future Readiness</b> Develop a robust sustainable organisational strategy that will include the thorough analysis of possible future scenarios including the forecasting of operational and capital spending trends, revenue and future service options.	3) EOI for study completed by end of August 2016.	●
	4) Study and analysis completed by November 2016.	●
	5) Strategy options presented to new Council for consideration and agreement by March 2017	●
<b>3. Business Planning and Reporting</b> Establish a high performance People and Governance function, responsible for administrative support, integrated corporate planning and business planning/reporting. Develop a CEO cross functional reporting system that provides an overview of the major activities and key operational metrics and projects for reporting to the	6) Review and re alignment process completed by November 2016.	●
	7) The 2017/18 Council Plan agreed and approved by Council as per the schedule defined by the new Council.	●
	8) Robust and succinct reporting to Council established by March 2017	●
<b>4. Information Technology</b> Review the IT strategy and resources. Develop a strategy for a multi-year investment to upgrade the Information Technology (IT) infrastructure and systems, and lead the organisation to deliver the strategy.	9) IT Resource Review to be undertaken and reported to Council for endorsement by August 2016	●
	10) Deliver the 4 year strategy in a timely and effective manner	●
<b>5. Records Management</b> Review the current Records Management system. As a matter of priority, develop and implementation of a Records Management system (major area of risk) strategy to consider future integration with the Citizen Connect customer service programme.	11) Records Management system strategy completed by August 2016	●
	12) Records Management system implementation complete by June 2017	●
<b>6. Property Services</b> Review and implement the findings of the Property Services review conducted in June 2015 to enable the optimum management of Manningham's property assets. Include ways of operating assets efficiency as part of the implementation of this review.	13) Review and re alignment process completed by November 2016	●
	14) Strategic review to be undertaken and high level options paper reported to Council for consideration and endorsement by March 2017	●
<b>7. Communications</b> Undertake a review of the Communications and Marketing function and strategy	15) Functional review completed by November 2016.	●
	16) Strategic review & re alignment completed by February 2017	●
	17) Establish Community engagement capability in support of the new Council Plan	●

## 4. CEO Key Performance Indicators

● Complete ● On Track ● Off Track

Key Performance Indicator (KPI)	Measures	Status
<b>8. Strategic Planning</b> Establish a Developer Contribution Plan (DCP) Strategy for the City for future growth and provision of amenities is underway. Once completed present to Council and seek endorsement and commence implementation. Full review of Planning permit processes.	18) DCP Options paper presented to Council by April 2017	●
	19) By August 2017 increase the number of planning applications processed within 60 days by 10% from 2015/16 times	●
<b>9. Leadership</b> Develop an approach and then implement strategies to improve the staff engagement and performance.  Develop a succession plan for the senior leadership positions in the organisation and undertake to identify the talent within this cohort and identify strategies to retain and development this talent pool.	20) Develop an agreed value driven road map for Manningham City Council, including staff and Councillors. Road Map discussed and agreed with new council by end of November 2016.	●
	21) Programme and launch of agreed organisational value set by end of June 2017	●
	22) Conduct a pulse staff survey in April 2017 and a full survey April 2018	●
	23) Comprehensive approach to personal development planning to be embedded within new business planning approach. Directorate level succession planning and specific actions in individual performance plans to support retention and development. Framework agreed with staff by June 2017.	●
<b>10. Government Stakeholder Relationships</b> Develop a strategy for accessing federal and state funding for strategic initiatives for the City.  Clear business cases to support that strategy need to be developed, examples include public and road transport, public open space continuity and management, environmental and heritage protection, waste management.	24) Devise a plan to develop the strategies and business cases needed to meet the strategic priorities identified by the new Council.	●
	26) To enable long term advocacy action, the business case(s) identified are to be presented to Council by June 2017.	●
	27) Clearly defined future transport vision to be produced for Council's consideration and formal endorsement by end of November 2016.	●

## 14.2 Record of Assembly of Councillors

File Number:	IN17/201
Responsible Director:	Executive Manager People and Governance
Attachments:	<ol style="list-style-type: none"><li>1 Executive Performance Committee - 1 August 2017 <a href="#">↓</a> </li><li>2 Access and Equity Advisory Committee - 7 August 2017 <a href="#">↓</a> </li><li>3 Strategic Briefing Session - 8 August 2017 <a href="#">↓</a> </li><li>4 Senior Citizens Reference Group - 9 August 2017 <a href="#">↓</a> </li><li>5 Strategic Briefing Session - 15 August 2017 <a href="#">↓</a> </li><li>6 Heritage Advisory Committee - 23 August 2017 <a href="#">↓</a> </li></ol>

### 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. COUNCIL RESOLUTION

**MOVED:** CR DOT HAYNES  
**SECONDED:** CR ANNA CHEN

**That Council note the Records of Assemblies for the following meetings and that the records be incorporated into the minutes of this Council Meeting:**

- **Executive Performance Committee – 1 August 2017**
- **Access and Equity Advisory Committee – 7 August 2017**
- **Strategic Briefing Session – 8 August 2017**
- **Senior Citizens Reference Group – 9 August 2017**
- **Strategic Briefing Session – 15 August 2017**
- **Heritage Advisory Committee – 23 August 2017**

**CARRIED**

#### 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' or '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 the Assembly for the item in which he or she has an interest.

### **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.
- Executive Performance Committee – 1 August 2017
  - Access and Equity Advisory Committee – 7 August 2017
  - Strategic Briefing Session – 8 August 2017
  - Senior Citizens Reference Group – 9 August 2017
  - Strategic Briefing Session – 15 August 2017
  - Heritage Advisory Committee – 23 August 2017

### **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

## **Executive Performance Committee**

**Meeting Date:** 1 August 2017  
**Venue:** Mayor's office, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 5:30pm – 7:00pm

- 1. Councillors Present:**  
Councillor Michelle Kleinert (Mayor) – Heide Ward  
Councillor Mike Zafiroopoulos (Deputy Mayor) – Koonung Ward  
Councillor Paul McLeish – Mullum Mullum Ward  
Councillor Paula Piccinini – Heide Ward

**Officers Present:**  
Warwick Winn, Chief Executive Officer

- 2. Disclosure of Conflicts of Interest**  
No conflicts of interest were disclosed.

- 3. Items Considered**  
3.1 Review of CEO KPIs 2017/18

**Finishing time**  
The meeting ended at 7:00pm

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Record of an Assembly of Councillors

Manningham City Council

## **Access and Equity Advisory Committee**

**Meeting Date:** Monday 7 August 2017  
**Venue:** Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 5.00pm

1. **Councillors Present:**  
Councillor Sophy Galbally – Mullum Mullum Ward

**Officers Present:**

Bronwyn Morphet, Acting Coordinator Social Planning and Community Development  
Kirsten Reedy, Social Planning and Development Officer  
Jon Adams, Community Development Officer – Metro Access

2. **Disclosure of Conflicts of Interest**  
No disclosures of conflict of interest were made.

3. **Items Considered**
- 3.1 Confirmation of minutes
  - 3.2 LGBTIQ discussion and opportunities
  - 3.3 Consultation – Census Highlights
  - 3.4 Implementation Update - Access, Equity and Diversity Strategy and Disability Access and Inclusion Plan
  - 3.5 Organisation and Community Representatives Updates
  - 3.6 General Business

**Finishing time**

The meeting ended at 7.10pm

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Record of an Assembly of Councillors

Manningham City Council

## **Strategic Briefing Session**

**Meeting Date:** 8 August 2017  
**Venue:** Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 6.30pm

**1. Councillors Present:**

Councillor Michelle Kleinert (Mayor)  
Mike Zafropoulos (Deputy Mayor)  
Councillor Anna Chen  
Councillor Andrew Conlon  
Councillor Sophy Galbally  
Councillor Dot Haynes  
Councillor Paul McLeish  
Councillor Paula Piccinini

**Apologies from Councillors:**

Councillor Geoff Gough

**Executive Officers Present:**

Warwick Winn, Chief Executive Officer  
Teresa Dominik, Director Planning & Environment  
Leigh Harrison, Assets and Engineering  
Jill Colson, Executive Manager People & Governance

**Other Officers in Attendance:**

Natasha Swan, Acting Manager Local Laws  
Sarah Griffiths, Acting Manager Statutory Planning  
Roger Woodlock, Manager Engineering and Technical Services  
Vivien Williamson, Manager City Strategy  
Lydia Winstanley, Senior Strategic Planner

**2. Disclosure of Conflicts of Interest**

No disclosures of conflict of interest were made.

**3. Items Considered**

- 3.1 Communications & Media Report
- 3.2 Forward Agenda
- 3.3 Parking Overview
- 3.4 Manningham Planning Scheme Review 2018 – Scope & Methodology
- 3.5 Amendment C104 & Westfield Doncaster Draft Development Plan – Consideration of Modifications

The meeting ended at 8.20pm

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Record of an Assembly of Councillors

Manningham City Council

## **Senior Citizens Reference Group**

**Meeting Date:** Wednesday 09 August 2017  
**Venue:** Heide Room, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 9.30am

1. **Councillors Present:**  
Councillor Dot Haynes – Koonung Ward

**Officers Present:**  
Catherine Walker, Aged and Disability Support Services

2. **Disclosure of Conflicts of Interest**  
Confirmation that there were no items on the Agenda where conflict of interest was declared.

3. **Items Considered**
- 3.1 Seniors Morning Tea
  - 3.2 Matter of Trust – Elder Abuse Awareness Program
  - 3.3 Club Updates
  - 3.4 Guest Speakers from the Dispute Settlement Centre of Victoria discussed:
    - Causes of conflict
    - Managing internal conflict within community groups and clubs
    - Services offered by Dispute Settlement Centre of Victoria

**Finishing time**  
The meeting ended at 11.00am

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Record of an Assembly of Councillors

Manningham City Council

## **Strategic Briefing Session**

**Meeting Date:** 15 August 2017  
**Venue:** Council Chamber, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 6.34pm

**1. Councillors Present:**

Mike Zafiroopoulos (Deputy Mayor)  
Councillor Anna Chen  
Councillor Andrew Conlon  
Councillor Sophy Galbally  
Councillor Geoff Gough  
Councillor Dot Haynes  
Councillor Paul McLeish  
Councillor Paula Piccinini

**Apologies from Councillors:**

Councillor Michelle Kleinert (Mayor)

**Executive Officers Present:**

Warwick Winn, Chief Executive Officer  
Teresa Dominik, Director Planning & Environment  
Leigh Harrison, Assets and Engineering  
Chris Potter, Director Community Program  
Jill Colson, Executive Manager People & Governance

**Other Officers in Attendance:**

Carrie Bruce, Senior Governance Advisor  
Roger Woodlock, Manager Engineering & Technical Services  
Fiona Ryan, Coordinator Strategic Planning  
Malcolm Foard, Manager Social & Community Services  
Kirsten Reedy, Social Planning & Development Officer  
Lee Robson, Manager Business, Culture and Venues  
Dario Bolzonello, Manager Strategic Projects  
Lachlan Johnson, Strategic Project Manager

**2. Disclosure of Conflicts of Interest**

No disclosures of conflict of interest were made.

**3. Items Considered**

- 3.1 Communications & Media Report
- 3.2 Forward Agenda
- 3.3 Amendment C109 to the Manningham Planning Scheme – Consideration of Submissions
- 3.4 Review of Access, Equity and Diversity Strategy 2014-2017
- 3.5 Review of Citizen of the Year Award
- 3.6 Mullum Mullum Stadium – Confidential
- 6.7 Mullum Mullum Stadium – Expression of Interest Process for Stadium Usage
- 6.8 Council Support for Bus Rapid Transit
- 6.9 Deep Creek Reserve – Use of Floodlights for Baseball Competition
- 6.10 Manningham Quarterly Report – Quarter 4 April – June 2017
- 6.11 Values Refresh Project Update

The meeting ended at 9.34pm

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Record of an Assembly of Councillors

Manningham City Council

### Heritage Advisory Committee Meeting

**Meeting Date:** 23 August 2017  
**Venue:** Koonung Room, Civic Office, 699 Doncaster Rd, Doncaster  
**Starting Time:** 6:00 pm

1. **Councillors Present:**  
 Councillor Paula Piccinini – Heide Ward

**Officers Present:**  
 Vivien Williamson, Manager City Strategy  
 Daniela Galatoulas, Office Coordinator City Strategy  
 Vicki McLean, Council’s Heritage Advisor  
 Cristina Rivero, Strategic Planner

2. **Disclosure of Conflicts of Interest**

Councillor	Item	
Councillor Paula Piccinini	Item 4	Cr Piccinini left the meeting at 6.55 pm prior to consideration of Item 4 and did not return to the meeting.

3. **Items Discussed**
- 3.1 Confirmation of minutes
  - 3.2 Disclosures of Conflict of Interest
  - 3.3 Actions from previous meeting
    - 3.3.1 Heritage Referrals
    - 3.3.2 Oral History Project Update and Discussion
    - 3.3.3 Former St John’s Church, Springvale Road, Donvale
  - 3.4 Heritage Restoration Fund Heritage Restoration Fund 2017/2018 - Assessment of Applications

**Finishing time**  
 The meeting ended at 7:35 pm

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### 14.3 Documents for Sealing

File Number: IN17/195  
Responsible Director: Executive Manager People and Governance  
Attachments: Nil

#### EXECUTIVE SUMMARY

*The following documents are submitted for signing and sealing by Council.*

#### 1. COUNCIL RESOLUTION

**MOVED: CR DOT HAYNES**  
**SECONDED: CR SOPHY GALBALLY**

**That the following documents be signed and sealed:**

**Consent Agreement to Build Over an Easement  
Section 173 of the Planning and Environment Act 1987  
Council and M D Shanks & E L Shanks  
16 Jasper Place, Donvale**

**Consent Agreement to Build Over an Easement  
Section 173 of the Planning and Environment Act 1987  
Council and D Mikolich  
7 Gilbert Street, Bulleen**

**Deed of Renewal and Variation of Lease  
Council and Information Warrandyte Inc. (A0013323P)  
Part 168-178 Yarra Street, Warrandyte**

**Deed of Renewal and Variation of Lease  
Council and The Lions Club of Warrandyte Inc.  
Part 168-178 Yarra Street, Warrandyte**

**Consent Agreement to Build Over an Easement  
Section 173 of the Planning and Environment Act 1987  
Council and M R & V L Recchia  
48 Lowan Avenue, Templestowe Lower**

**CARRIED**

#### 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

There were no items of Urgent Business.

## 16 WRITTEN QUESTIONS FROM THE PUBLIC

### 16.1 S.Yee, Doncaster

- Q1 Why is the performance, or lack of, of the new bins a secret, as in "Council is not at liberty to disclose"?

*The Chief Executive Officer responded that he would take the question on notice, and a response would be provided in writing.*

- Q2 How many new bins have had problems, either needing repair or replacement, since the rollout? Thanks.

*The Chief Executive Officer responded that he would take the question on notice, and a response would be provided in writing.*

## 17 COUNCILLORS' QUESTION TIME

There were no questions from the Councillors.

## 18 CONFIDENTIAL REPORTS

### COUNCIL RESOLUTION

**MOVED: CR PAULA PICCININI**  
**SECONDED: CR PAUL MCLEISH**

**That Council close the meeting to the public pursuant to section 89(2)(a) of the Local Government Act 1989, to consider item 18.1 which relates to personnel matters.**

**CARRIED**

The Meeting was closed to the public at 7:33pm to consider the following report and was re-opened at 7:43pm.

### 18.1 Personnel Matters

*This information has been designated in writing as confidential information by the Chief Executive Officer pursuant to S77(2)(c) of the Local Government Act 1989. The relevant ground applying is S89(2)(a) of the Act concerning personnel matters.*

The meeting concluded at 7:43pm

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Chairperson  
CONFIRMED THIS 26 SEPTEMBER 2017