



**GLEN EIRA CITY COUNCIL**  
**ORDINARY COUNCIL MEETING**

**TUESDAY 6<sup>TH</sup> FEBRUARY 2018**

**AGENDA**

**Meeting to be held in the Council Chambers,  
Corner Hawthorn & Glen Eira Roads, Caulfield  
At 7.30 pm**

*"The primary object of a Council  
is to endeavour to achieve  
the best outcomes for the local community  
having regard to the  
long term and cumulative effects of decisions."*

- s3c(1) Local Government Act

**Councillors:** The Mayor, Councillor Tony Athanasopoulos  
Councillor Clare Davey  
Councillor Mary Delahunty  
Councillor Margaret Esakoff  
Councillor Jamie Hyams  
Councillor Jim Magee  
Councillor Joel Silver  
Councillor Dan Sztrajt  
Councillor Nina Taylor

**Chief Executive Officer:** Rebecca McKenzie

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- 11.1 Requests for reports from Officers
- 11.2 Right of reply
- 11.3 Councillor questions
- 11.4 Public questions to Council

**12. CONSIDERATION OF IN CAMERA ITEMS**

There were no confidential items submitted to this meeting.

**13. CLOSURE OF MEETING**



**AGENDA for the ORDINARY MEETING OF THE  
GLEN EIRA CITY COUNCIL to be held on TUESDAY 6<sup>th</sup> FEBRUARY 2018**

**1. ACKNOWLEDGEMENT**

In the spirit of respect, Council acknowledges the people and elders of the Boon Wurrung people of the Kulin Nation past and present who have traditional connections and responsibilities for the land on which Council meets.

**2. APOLOGIES**

**3. OATH OF OFFICE AND DISCLOSURES OF INTERESTS**

Councillors are reminded that we remain bound by our Oath of Office to undertake the duties of the office of Councillor in the best interests of the people of the municipal district of Glen Eira and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in us under the Local Government Act or any other Act, to the best of our skill and judgement.

Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda, or which are considered at this meeting, in accordance with Sections 77 to 79 of the Local Government Act.

**4. CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETINGS**

Copies of Minutes previously circulated.

**Recommendation**

That the minutes of the Ordinary Council Meeting held on 19<sup>th</sup> December 2017 be confirmed.



**5. RECEPTION AND READING OF PETITIONS AND JOINT LETTERS**

A joint letter containing 8 signatures was submitted to the meeting.

The joint letter read as follows:

“Please consider the following stanza as a positive plead, to ensure the safety & sound living of those residing at the east end of Rosanna Street, Carnegie, 3163 (From 81 to 91 Rosanna Street & from 60 to 68 Rosanna Street)

**SPEED HUMP REQUEST:** Due to a narrow road & large amount of traffic, we request that there is one or more speed humps put in East side of our street. There are constantly law-breaking & peace polluting drivers speeding up & down Rosanna Street even at night time. There are children often in our street, there is an aged care facility with lots of elderly human traffic, ambulances etc occupying the wings of Rosanna Street daily & we feel it is in the community's best interest that this request be granted as soon as possible. Also we strongly agreed to introduce No Stopping Area at the bend of the East side of Rosanna Street for safety.

**RESIDENTIAL PARKING & PUBLIC PARKING RESTRICTIONS:** We request that the east end of Rosanna Street's parking situation please be reviewed. Many of the residents that reside in Rosanna Street east do not have access driveways & carports. Due to the countless visitors at the Aged Care Centre along with employees of facility (including visiting allied health professionals), our street's parking is exhausted. According to Notice of Decision to Grant A Planning Permit:(Application number: GE?PP-17971/2005), all employees of the facility, visitors & allied health professionals Must park vehicles on the site, within the basement car weekdays & weekends, clogging our street to house access & it is quite frustrating. At least, permit zone parking on the east side of Rosanna Street (with the exception to Rosanna Street residents) would be very much appreciated. We, the undersigned, residents of Rosanna Street (East end), call on GLEN EIRA City Council to proceed with the adjustments as outlined in this petition. We urge you also, to set out & make law, the rules regarding pushbikes on pavement. Speed limit to be introduced on correct side to ride on. It is a nightmare with no consideration to older age group in particular.”

**Recommendation**

That Council:

1. receives and notes the joint letter.
2. installs a No Stopping area on the bend opposite 64 Rosanna Street Carnegie.
3. gathers traffic and parking data (including the availability of on-site parking facilities for Rosanna Street properties) to inform an evaluation on whether or not speed humps and changed parking restrictions are warranted.
4. writes to the signatories of the joint letter advising of the outcome of the investigation.
5. requests Victoria Police to enforce Victorian Road Safety Road Rule 250 regarding riding bikes on the footpath.

**6. DOCUMENTS FOR SEALING****7. REPORTS BY DELEGATES APPOINTED BY COUNCIL TO VARIOUS ORGANISATIONS**

**8. REPORTS FROM COMMITTEES****8.1 Advisory Committees**

- a. Community Grants Committee – 23 January 2018

**Recommendation**

That the minutes of the Community Grants Committee meeting held on 23 January 2018 be received and noted and that the recommendations of the Committee be adopted.

**8.2 Records of Assembly**

- a. 5 December 2017
- b. 12 December 2017
- c. 13 December 2017 (Recreation and Leisure Advisory Committee)
- d. 19 December (pre-meeting)

**Recommendation**

That the Records of the Assemblies as shown below be received and noted.

- a. 5 December 2017
- b. 12 December 2017
- c. 13 December 2017 (Recreation and Leisure Advisory Committee)
- d. 19 December (pre-meeting)



**COMMUNITY GRANTS ADVISORY COMMITTEE MEETING**  
**Minutes**  
**Tuesday 23 January 2018**

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**Purpose:**

To support and assist not-for-profit community based groups to meet identified community priorities and strengthen the Glen Eira community.

**Aims:**

- Support community initiatives committed to community strengthening.
  - Develop an accessible and inclusive community.
  - Encourage community initiatives that promote self-sufficiency and innovation.
  - Help strengthen local participation in the planning and implementation of service and programs.
- 

**Assembly of Council Record**

Meeting opened at: 5.32pm

**1. Present and Apologies**

**Present**

Cr Margaret Esakoff

Cr Jamie Hyams

Cr Mary Delahunty

Peter Jones – Director Community Wellbeing

Gaye Stewart – Manager Community Development and Care

Sharon Sykes – Coordinator Community Planning and Engagement

**2. Declaration of conflict of interest**

No declarations of conflict of interest under Section 79 of the Local Government Act were received in relation to grants discussed.

**3. Matters considered**

**i. 2017-2018 Facility Hire Only Grant Applications**

- National Jockeys Trust
- Neighbourhood Watch Glen Eira

**ii. 2018-2019 Community Grant Program Guidelines**

- Community Services Grants Guidelines
- Festivals and Events Guidelines
- Facility Hire Guidelines

**i. 2017-2018 Facility Hire Only Grant Applications**

*National Jockeys Trust*

The National Jockeys Trust requested that Council re-consider its December 2017 decision to provide a grant of \$558 to the Trust (of the \$7,382.90 requested) for the hire of the Caulfield Cricket Club and oval. The National Jockeys Trust conducted a T20 cricket match fundraiser event on Monday 22 January, 2018.

The Committee was informed that the National Jockeys Trust had already paid the full hire fee of \$9,882.90 for the hire fee, sports ground hire, fee for bringing items onto the ground and site visit and final inspection.

In its letter to Council, the Trust identified community attendance and opportunity for local fund-raising as benefits of the event.

The Committee discussed that now the event has taken place, the actual costs incurred by the Trust should be provided to assist the Committee to formulate its recommendation.

**Action:** The Committee requested Officers to provide further information about the actual costs incurred by the National Jockey's Trust for their event on 22 January 2018.

*Neighbourhood Watch Glen Eira*

Neighbourhood Watch (NHW) Glen Eira submitted a Facility Hire grant application for \$170 to hire the Caulfield Cup Room on Thursday 25 January 2018 for a NHW Glen Eira meeting and Australia Day function.

Neighbourhood Watch Glen Eira was established in May 2017 with the aim of raising awareness of safety and security information, and driving engagement between the community and police.

The function will discuss strategies to broaden the reach of NHW in Glen Eira and plan activities and events for 2018. At least 10 Glen Eira residents will attend, however many more residents will benefit in the longer term from the expected outcomes of the meeting.

**Recommendation:** That the Committee recommend that Council fund a Facility Hire Grant of \$170 for Neighbourhood Watch Glen Eira to support its meeting and Australia Day function.

**Moved Cr Esakoff**

**Seconded Cr Delahunty  
Motion passed unanimously**

**ii. 2018-2019 Community Grant Program Guidelines**

Officers presented the draft Community Grant Program guidelines that have been amended following changes recommended in the committee meeting of 5 December 2017.

The Committee approved the guidelines with minor agreed corrections.

**Recommendation: That the Committee recommends that Council approves the Community Services Grants Guidelines, Community Festivals and Events Grants Guidelines and the Facility Hire Guidelines.**

**Moved Cr Delahunty**

**Seconded Cr Esakoff  
Motion passed unanimously**

**Meeting Closed at: 5.51pm**

**Next Meeting - TBC**

# Glen Eira City Council

## Community Services Grants Guidelines 2018–2019



GLEN EIRA  
CITY COUNCIL

Bentleigh  
Bentleigh East  
Brighton East  
Carnegie  
Caulfield  
Elsternwick  
Gardenvale  
Glen Huntly  
McKinnon  
Murrumbeena  
Ormond  
St Kilda East



### KEY DATES

**APPLICATIONS OPEN:**  
**THURSDAY 1 MARCH**

**APPLICATIONS CLOSE:**  
**5PM FRIDAY 20 APRIL**

**APPLICATIONS ASSESSED:**  
**MAY/JUNE**

**CONSIDERATION BY COUNCIL:**  
**JULY/AUGUST**

**APPLICANTS NOTIFIED:**  
**AUGUST**

### Information sessions

Information sessions are offered to help groups understand funding priorities and application requirements.

**Tuesday 13 March, 12pm–3pm**  
**Moorleigh Senior Citizens Centre — Room 19**  
**Chris Koutoumas Wing, 92 Bignell Road**  
**Bentleigh East**

**Thursday 15 March, 9.30am–12.30pm**  
**Duncan Mackinnon Reserve Pavilion**  
**Corner North and Murrumbeena Roads**  
**Murrumbeena**

**Wednesday 21 March, 6pm–9pm**  
**Caulfield Park Pavilion**  
**Balaclava Road, Caulfield North**



## Aims

Council's *Community Grants Program* supports not-for-profit community-based organisations and groups to undertake projects and activities that strengthen community participation in Glen Eira. The *Community Grants Program* is allocated funding through Council's annual *Budget*.

The *Program* aims to:

- strengthen community connections;
- encourage new initiatives that respond to community needs;
- build a community that is inclusive of all people; and
- support the community in planning and delivering services.

A total of \$7,500 can be applied for across facility hire and community services grants in any one year.

## Eligibility

### WHO CAN APPLY?

Community grants are open to community-based organisations and groups that service the Glen Eira community and are not-for-profit. Applicants must also meet the following criteria:

1. Be incorporated.
2. Have an ABN.
3. Hold public liability insurance in a minimum sum of \$20 million.

or be auspiced by an organisation that meets these criteria.

**Note:** Not-for-profit groups who do not meet all of the above criteria may be eligible for a grant of up to \$1,000. Applications will be assessed on a case-by-case basis. Please contact the community grants officers on 9524 3333 to discuss.

### WHO CANNOT APPLY?

- For-profit organisations.
- Individuals.
- Organisations that have not met the terms and conditions of previous Council grants.
- Organisations that are the funding responsibility of other levels of government.\*
- Organisations aligned to a political cause.
- Organisations requesting funding to meet ongoing staff salaries.
- Organisations or groups who meet outside of Glen Eira — unless they demonstrate the delivery of a specialised service that benefits the Glen Eira community.

\*Note: schools are encouraged to partner with community groups in community projects that benefit the wider community. Schools are eligible to apply for a *Facility Hire Grant*.

## How do I apply?

Grant applications are made online by completing a Community Services Grants Application Form through SmartyGrants.

Please make sure you read these *Guidelines* carefully before completing your application.

To complete your application you will need access to a computer, the internet and an email address.

All sections of the application must be completed for your application to be accepted.

### STEP 1: Go online to SmartyGrants

Open the online application form link at <https://gleneira.smartygrants.com.au/>

### STEP 2: Select the application form

Select Community Services Grants Application Form 2018–19.

### STEP 3: Preview the form (optional)

Choose 'Preview the form' to view the Community Services Grants Application Form.

### STEP 4: Start an application

Choose 'Start a submission' then 'Login' to SmartyGrants using an existing account or 'Register' a new account.

A new account set-up requires you to use your organisation's email address as a username and create a password. Please ensure you record your login details. Once registered, you can then 'Login' and start an application.

SmartyGrants allows you to save your progress and return to your application at a later date and to also upload supporting documents.

**NOTE:** *Community Grants Program* information including these *Guidelines* can be accessed through Council's website at [www.gleneira.vic.gov.au/grants](http://www.gleneira.vic.gov.au/grants)

### NEED SOME HELP?

**BOOK AN APPOINTMENT WITH COUNCIL'S COMMUNITY GRANTS OFFICERS ON 9524 3333. CHECK TO SEE WHAT YOU NEED TO BRING ON PAGE 3.**

# What do I need for my application?

**1** A description of your project.

**2** A budget for your project.

**3** Details of your organisation, including incorporation number, GST status and ABN.

**4** A copy of a current bank statement (less than six months old).

**5** A copy of your most recent annual financial report.

**6** A copy of a Certificate of Currency for your public liability insurance.

**If another organisation is auspicing your application you will also need:**

**7** A letter of support from your auspice organisation.

**8** Details of the auspice organisation as outlined above, in items 3, 4, 5 and 6.

# Council priorities

## APPLICATIONS THAT ADDRESS CURRENT COUNCIL PRIORITIES WILL BE HIGHLY REGARDED.

Council funding priorities are guided by a range of Council plans and strategies. Links to these strategies are available on Council's website at [www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

Council's priorities are outlined below.

### HIGH PRIORITIES

- Benefit a broad range/number of Glen Eira residents.
- Minimise social isolation.
- Improve mental health and community connection.
- Support an open membership.
- Foster intergenerational contact.
- Encourage community participation.
- Encourage volunteering.
- Improve community health and wellbeing.
- Improve community safety.
- Respond to family violence.
- Strengthen diversity.
- Reduce racism.
- Encourage community harmony and tolerance.
- Support inclusion for people of all-abilities.
- Encourage arts and culture activities.
- Develop recreation and leisure activities.
- Promote active lifestyles and healthy eating.
- Encourage sustainability in the community.
- Improve community transportation.
- Reduce tobacco, alcohol and other drug consumption.
- Encourage innovative approaches to emerging issues and needs.

### LOW PRIORITIES

- Activities that duplicate existing programs.
- Operational costs that should be covered by member fees.
- Activities that are regarded as the primary responsibility of other levels of government.
- Employment of temporary staff.
- Purchasing food and drinks.

### WHAT WILL NOT BE FUNDED?

- Applications that seek to make up a shortfall due to budget cuts by other levels of government.
- Information technology purchases (for example: computers; laptops; tablets; mobile phones; printers; and photocopiers).
- Private exhibitions run by individual artists and/or exhibitions for the sale of artwork.
- Religious celebrations.
- Prizes and awards.
- Ongoing staff salaries.
- Capital works projects to Council and non-Council buildings and properties.



# Grant categories

## HEALTH AND WELLBEING GRANTS

Encourage action on community health and wellbeing needs.

Examples of projects include those that:

- reduce tobacco, alcohol and other drug consumption;
- address problem gambling;
- improve mental health and community connection;
- promote active lifestyles and healthy eating;
- recruit or expand volunteerism;
- raise awareness and education on a range of health issues;
- respond to family violence;
- prevent racial discrimination and promote community harmony;
- support access for all-abilities; and
- improve community safety or develop emergency preparedness.

## FAMILIES, CHILDREN AND YOUTH GRANTS

Encourage the participation of families, children and youth in community life.

Examples of projects include those that:

- support or promote unique opportunities for disadvantaged youth;
- create accessible services and inclusion for families and children of all-abilities;
- connect families and children to the wider community, including intergenerational activities;
- support the health and wellbeing of children and families;
- improve the real and perceived safety of children;
- increase collaboration between early years' services; and
- support scouting or girl guides groups.



## POSITIVE AGEING GRANTS

Encourage older adults to remain physically, mentally and socially active in the community.

Examples of projects include those that:

- attract new members by providing special activities and events;
- bring together seniors and younger generations;
- improve mental and/or physical health;
- educate and enhance health and wellness;
- minimise social isolation;
- improve community transportation; and
- expand community connections.

## SPORT AND RECREATION GRANTS

Encourage physical activity and increase community involvement in local sporting groups.

Examples of projects include those that:

- increase community participation in club activities;
- promote physical activity and play;
- promote disability access and inclusion;
- support club development and education;
- support junior sports development;
- increase opportunities in club volunteering;
- assist clubs in developing best practice risk management strategies and;
- support clubs to deliver gender equity initiatives.

## ARTS AND CULTURE GRANTS

Encourage the development of creative ideas and art projects that benefit the broader community.

Examples of projects include those that:

- feature local artist work in free events/exhibitions;
- present performing arts events;
- engage local writers in creative projects;
- engage the community in culture, heritage or history;
- provide opportunities for the community to experience performing or visual arts across any medium; and
- encourage collaboration between arts, cultural and community groups.



# Budget — what to include

The budget should accurately reflect project costs and should include:

- A** A description of all program expenses.
- B** Costs associated with the program/project, excluding GST.
- C** The contribution from your organisation, including in-kind support (in-kind support is goods or services that have been gifted to the project, including volunteer hours). Calculate an estimated value for each in-kind item.
- D** Income from other sources (eg. donations/ticket sales).
- E** The community grant requested from Council.

## EXAMPLE BUDGET

Total cost of project	\$3,886	<b>B</b>
Total organisation's contribution	\$1,350	<b>C</b>
Total other funding sources	\$450	<b>D</b>
Total requested in community grant	\$2,086	<b>E</b>

<b>D PLEASE LIST YOUR OTHER FUNDING SOURCES:</b>	
Donations from the bank	\$100
Ticket sales	\$150
Other Local Government grants	\$100
Private donations	\$100
<b>Total</b>	<b>\$450</b>

Project items		Funding sources		
Description of items for the project	Cost of project (\$)	Organisation's contribution (\$)	Other funding sources (\$)	Community grant request (\$)
Facility hire (Packer Park)	686	0	0	686
Advertising — <i>Leader</i> newspaper	400	0	200	200
Organisation/administration — 10 volunteers x four hours at \$25 per hour	1,000	1,000	0	0
Training	1,000	0	0	1,000
Activity supplies (pens, paper and books)	350	150	0	200
Refreshments	200	200	0	0
Banner	250	0	250	0
<b>TOTALS</b>	<b>3,886</b>	<b>1,350</b>	<b>450</b>	<b>2,086</b>

<p>List here all the goods and services required to ensure the project can be effectively completed. This includes in-kind goods and services.</p> <p><b>A</b></p>	<p>List here the cost of the goods and services.</p> <p><b>B</b></p>	<p>List here the total of the organisation's contribution to the project.</p> <p><b>C</b></p>	<p>List here the total of funding provided to the project by other sources.</p> <p><b>D</b></p>	<p>List here the total of funding requested from Council.</p> <p><b>E</b></p>
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## ARE YOU PURCHASING EQUIPMENT?

If your application includes purchasing any items or equipment valued at more than:

- \$500 provide two quotes for each item or \$1000 provide three quotes for each item.

## FACILITY HIRE

If you wish to use a Council facility as part of your project, you should incorporate the cost into your grant application. Groups should plan ahead for use of a facility to ensure it is available and can be reserved. Assistance for facility hire is available for regular or one-off bookings.

You need:

- The name and cost of the facility and the date(s) it has been booked.
- Confirmation that you have made a booking with Council.

Facility hire grants do not cover bond payments that may be required at the time of booking. Facility hire grants are in-kind grants where Council covers the cost of facility hire and are not cash grants.

Alternative ways to cover the cost of ongoing facility hire is encouraged as grant funds are not recurrent. *Facility Hire Grant* applications are also available throughout the year for hire of Council facilities.

# Grants process and conditions



## HELP WITH APPLICATIONS

Council's community grants officers are available by appointment to assist applicants complete an online application form. Contact Council's Service Centre on 9524 3333 to arrange an appointment.

Please ensure you bring items listed under **'What do I need for my application?'** to your appointment.

## SUBMISSION OF APPLICATIONS

All applications must be submitted by 5pm on Friday 20 April 2018.

Applicants will need to:

- acquit all previous Glen Eira City Council grants;
- complete all relevant sections of the application form;
- include all required attachments; and
- ensure the application is endorsed by an authorised person.

## RECEIPT OF APPLICATIONS

All applicants will receive an acknowledgement shortly after an application is submitted. If you do not receive an acknowledgement you should contact the community grants officers on 9524 3333.

## ASSESSMENT OF APPLICATIONS

All applications will be assessed by the Community Grants Advisory Committee which consists of Councillors that make recommendations to Council.

All funded projects must meet at least one of the aims of the *Community Grants Program* listed in this document.

Other assessment criteria include:

- The extent to which the project reflects Council priorities.
- Evidence of need for the project.
- Demonstrated commitment to accessibility and inclusiveness for people of all-abilities.
- The number of Glen Eira residents that will benefit.
- The capacity of the organisation to undertake the project.
- The capacity of the organisation to fund the project themselves or raise funds from other sources.

## NOTIFICATION OF RESULTS

All applicants will be advised of the decision regarding their application. Notification is sent to the contact person on the application form.

## ACCEPTANCE OF YOUR GRANT

If your application is successful, you will be required to sign a document accepting the grant and conditions of funding prior to the release of funds.





#### GENERAL CONDITIONS

- Applicants must submit a completed application form and all documents requested in order for their application to be assessed.
- Council may require you to validate any of the information provided in your application.
- Grants will be awarded at the discretion of Council and applicants that meet grant criteria are not guaranteed funding.
- Not all grants will be funded to the maximum amount and may only be part of the total amount requested.
- The amount of any grant awarded is at the discretion of Council and will be a maximum of \$7,500 per successful applicant.
- Funding for a specific project in any one year does not guarantee that the same project will receive funding in subsequent years.
- Funding will not be given for projects started or completed before 30 June 2018.
- Applicants are responsible for costing their projects accurately, Council is not responsible for costs that have been underestimated.
- Grants must be spent by the end of the financial year in which they were awarded, in accordance with the purpose specified in the application form and Council's conditions of funding.
- A grant may only be used for the specific purpose awarded unless prior approval for a different purpose has been obtained from Council.
- Equipment or other items purchased with a grant for use in a Council venue is and remains the property of Council and must be shared with other venue users.
- The disposal of equipment or other items purchased with a grant must be agreed with Council.
- Organisations that auspice other organisations may apply for funding for multiple projects.
- Grant recipients must acknowledge Council in any relevant publications, promotional material, web pages or media releases by using the following statement:

**Proudly supported by Glen Eira City Council.**

#### ACQUITTAL OF GRANT FUNDS

Following the conclusion of the funded project, a completed community grant acquittal form must be submitted to Council. Failure to submit an accurate acquittal form may result in Council not accepting future grant applications from the organisation. Receipts for expenditure on items over \$100 are required to be included with the community grant acquittal form.

#### AUDIT OF GRANTS

Grant recipients acknowledge that as part of its accountability processes, Council may audit any grant recipient for compliance with grant conditions. Organisations selected for an audit will be notified.

# Contact us

For further information, contact  
Council's community grants officers  
on 9524 3333 or visit Council's website at  
[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

## GLEN EIRA CITY COUNCIL

Corner Glen Eira and Hawthorn Roads, Caulfield  
Mail address: PO Box 42 Caulfield South, 3162  
Phone: 9524 3333  
Fax: 9523 0339  
[communitygrants@gleneira.vic.gov.au](mailto:communitygrants@gleneira.vic.gov.au)  
[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

## NATIONAL RELAY SERVICE

If you are deaf, hearing or speech-impaired, we ask  
that you call us via the National Relay Service and  
then ask for 9524 3333.

Online: <https://internet-relay.nrscall.gov.au>

Teletypewriter (TTY): 13 36 77

Speak and Listen: 1300 555 727



The Community Grants Program is guided by a  
Community Grants Advisory Committee that ensures the  
Program adheres to the Victorian Charter of Human Rights  
and Responsibilities.



Glen Eira City Council

# Community Festivals and Events Grants Guidelines 2018–2019



GLEN EIRA  
CITY COUNCIL

Bentleigh  
Bentleigh East  
Brighton East  
Carnegie  
Caulfield  
Elsternwick  
Gardenvale  
Glen Huntly  
McKinnon  
Murrumbeena  
Ormond  
St Kilda East



## KEY DATES

APPLICATIONS OPEN: THURSDAY 1 MARCH

APPLICATIONS CLOSE: 5PM FRIDAY 20 APRIL

APPLICATIONS ASSESSED: MAY/JUNE

CONSIDERATION BY COUNCIL: JULY/AUGUST

APPLICANTS NOTIFIED: AUGUST

## Information session

An information session is offered to help groups understand funding priorities and submission requirements.

Wednesday 14 March, 6pm–8pm  
Glen Eira Town Hall — Yarra Yarra Room  
corner Glen Eira and  
Hawthorn Roads, Caulfield



## Aims

Council's *Community Grants Program* supports not-for-profit community-based organisations and groups to undertake projects and activities that strengthen community participation in Glen Eira. The *Community Grants Program* is allocated funding through Council's annual *Budget*.

The *Program* aims to:

- strengthen community connections;
- encourage new initiatives that respond to community needs;
- build a community that is inclusive of all people; and
- support the community in planning and delivering services.

Community groups can apply for up to \$10,000 to assist in implementing a festival or event that will attract an audience greater than 500 local residents.

## Eligibility

### WHO CAN APPLY?

Community festival and events grants are open to community-based organisations and groups that service the Glen Eira community and are not-for-profit. Applicants must also meet the following criteria:

1. Be incorporated.
2. Have an ABN.
3. Hold public liability insurance in a minimum sum of \$20 million.

### WHO CANNOT APPLY?

- For-profit organisations.
- Individuals.
- Organisations that have not met the terms and conditions of previous Council grants.
- Organisations that are the funding responsibility of other levels of government.\*
- Organisations aligned to a political cause.
- Organisations requesting funding to meet ongoing staff salaries.
- Organisations or groups who meet outside of Glen Eira — unless they demonstrate the delivery of a specialised service that benefits the Glen Eira community.

**\*Note:** schools are encouraged to partner with community groups in community projects that benefit the wider community. Schools are eligible to apply for *Facility Hire Grant*.

## How do I apply?

Grant applications are made online by completing a Community Festivals and Events Grants Application Form through SmartyGrants.

Please make sure you read these *Guidelines* carefully before completing your application.

To complete your application you will need access to a computer, the internet and an email address.

All sections of the application must be completed for your application to be accepted.

### STEP 1: Go online to SmartyGrants

Open the online application form link at <https://gleneira.smartygrants.com.au/>

### STEP 2: Select the application form

Select Community Festivals and Events Grants Application Form 2018–19.

### STEP 3: Preview the form (optional)

Choose 'Preview the form' to view the Community Festivals and Events Grants Application Form.

### STEP 4: Start an application

Choose 'Start a submission' then 'Login' to SmartyGrants using an existing account or 'Register' a new account.

A new account set-up requires you to use your organisation's email address as a username and create a password. Please ensure you record your login details. Once registered, you can then 'Login' and start an application.

SmartyGrants allows you to save your progress and return to your application at a later date and to also upload supporting documents.

**NOTE:** *Community Grants Program* information including these *Guidelines* can be accessed through Council's website at [www.gleneira.vic.gov.au/grants](http://www.gleneira.vic.gov.au/grants)

### NEED SOME HELP?

**BOOK AN APPOINTMENT WITH COUNCIL'S COMMUNITY GRANTS OFFICERS ON 9524 3333. CHECK TO SEE WHAT YOU NEED TO BRING ON PAGE 3.**



# What do I need for my application?

**1** A description of your project.

**2** A budget for your project.

**3** Details of your organisation, including incorporation number, GST status and ABN.

**4** A copy of a current bank statement (less than six months old).

**5** A copy of your most recent annual financial report.

**6** A copy of a Certificate of Currency for your public liability insurance.

## PARTNERSHIPS

If your festival and/or event is part of a partnership, the project lead organisation should provide all of the above information. The name, organisation and contact numbers for all other organisations in the partnership are to be included in the application.



# Council priorities

## APPLICATIONS THAT ADDRESS CURRENT COUNCIL PRIORITIES WILL BE HIGHLY REGARDED.

Council funding priorities are guided by a range of Council plans and strategies. Links to these strategies are available on Council's website at [www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

Council's priorities are outlined below.

### HIGH PRIORITIES

- Benefit a broad range/number of Glen Eira residents.
- Improve mental health and community connection.
- Minimise social isolation.
- Support an open membership.
- Foster intergenerational contact.
- Encourage community participation.
- Encourage volunteering.
- Improve community health and wellbeing.
- Improve community safety.
- Respond to family violence.
- Strengthen diversity.
- Reduce racism.
- Encourage community harmony and tolerance.
- Support inclusion for people of all-abilities.
- Encourage arts and culture activities.
- Develop recreation and leisure activities.
- Promote active lifestyles and healthy eating.
- Encourage sustainability in the community.
- Improve community transportation.
- Reduce tobacco, alcohol and other drug consumption.
- Encourages innovative approaches to emerging issues and needs.

### LOW PRIORITIES

- Activities that duplicate existing programs.
- Operational costs that should be covered by member fees.
- Activities that are regarded as the primary responsibility of other levels of government.
- Employment of temporary staff.
- Purchasing food and drinks.

### WHAT WILL NOT BE FUNDED?

- Applications that seek to make up a shortfall due to budget cuts by other levels of government.
- Information technology purchases (for example: computers; laptops; tablets; mobile phones; printers; and photocopiers).
- Private exhibitions run by individual artists and/or exhibitions for the sale of artwork.
- Religious celebrations.
- Prizes and awards.
- Ongoing staff salaries.
- Capital works projects to Council and non-Council buildings and properties.
- Festivals and events that charge entry fees and/or restrict broad community participation.



# Festival and events grants



## **WE'D LIKE TO ENCOURAGE FESTIVALS AND EVENTS THAT HELP TO BUILD A STRONG CONNECTED COMMUNITY AND ARE OPEN TO A WIDE COMMUNITY AUDIENCE.**

Grant applications are invited from community organisations and groups that wish to deliver a major community festival or event. The festival or event must attract an audience greater than 500 local residents.

### **The festival or event should aim to:**

- benefit the Glen Eira community;
- strengthen community connections;
- help more people join in community life;
- be inclusive, accessible and open to all; and
- build awareness of issues impacting the community.

### **Examples of festivals/events that may be funded include:**

- family fun days that encourage people to join in community life;
- youth concerts, events and festivals;
- award ceremonies celebrating the contribution of people to society;
- significant occasions such as Australia Day;
- awareness days or weeks to recognise an important cause or health issue such as *Cultural Diversity Week* or *White Ribbon Day*;
- fairs that promote opportunities to address local environmental issues; and
- interfaith festivals and events.

## **FACILITY HIRE**

If you wish to use a council facility as part of a festival or event, you should incorporate the cost into your grant application. Groups should plan ahead for use of a facility to ensure that it is available and can be reserved well in advance of their event.

### **You need:**

- The name and cost of the facility and the date of your event; and
- Confirmation that you have made a booking with the necessary Council facility booking officer.

Facility hire grants do not cover bond payments that may be required by some council facilities at the time of booking. Facility hire grants are in-kind grants where Council covers the cost of facility hire and are not cash grants.

# What do I need to run a festival or event?

WHEN ORGANISING A FESTIVAL OR EVENT IT IS RECOMMENDED THAT YOU CREATE AN EVENT MANAGEMENT PLAN.

Various examples of *Event Management Plans* can be found online. As a minimum your event planning should include detailed thinking about:

- Event details — target audience and purpose.
- Organising committee — who will be responsible.
- A budget.
- Insurance.
- The venue and infrastructure requirements.
- A schedule — for the event.
- A roster — of people who will help.
- Traffic and pedestrian management.
- *Incident Management Plan*.
- Public health.
- Public safety.
- Event promotion and marketing.
- Useful contact numbers.
- Evaluation.

Please consider including the following elements in your *Event Management Plan*:

- *Risk Assessment Plan*.
- *Safety Management Plan*.
- *Traffic Management Plan*.
- *Waste Management and Site Reinstatement Plan*.

## WHAT IS A RISK ASSESSMENT PLAN?

Risk assessment is the process of:

- determining the hazards to health and safety that exist for a particular task, item or work environment;
- determining the importance of each hazard by assigning it a risk rating or risk score;
- formulating risk control measures that are reasonably practicable to apply, that will reduce the risk rating/score to an acceptable level;
- documenting all these matters, usually on a risk assessment form.

Events vary in size, nature and type, but all events require assessment, control and monitoring of risks.

Examples of risk assessment plans can be found online.

## WHAT IS A SAFETY MANAGEMENT PLAN?

A *Safety Management Plan* links to the *Risk Assessment Plan*. It documents the controls and measures to be put in place to mitigate situations that could cause harm to people organising or attending the event.

## WHAT IS A TRAFFIC MANAGEMENT PLAN?

Depending on the location of your festival or event you may be required under state law to submit a *Traffic Management Plan* to Council's Civic Compliance Department.

This is a requirement whenever a street or road is closed and when an event causes significant changes to local traffic.

The *Traffic Management Plan* directs where traffic safety signs and barriers need to go to make the area of the street to be closed safe.

The *Traffic Management Plan* is prepared by a private company. The *Road Management Act* states that only suitably qualified and trained personnel can prepare a *Traffic Management Plan* and carry out the actions contained within.

The *Plan* must also incorporate the actual set-up of street/road barriers and signage as well as their removal post event.

## WHAT IS A WASTE MANAGEMENT AND SITE REINSTATEMENT PLAN?

Holding an event inevitably will result in an increase of waste being generated. You may need to consider organising additional rubbish collection and additional toilet facilities.

You will also need to plan for reinstating the site of the event to its original condition. Site reinstatement doesn't just refer to picking-up rubbish, but may also include fixing any damage to the property.

## ACCESSIBLE EVENTS

Council encourages events to be accessible for people of all-abilities.

There is *Accessible Events Guidelines* for community groups to use when organising an event. These are available on Council's website at [www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

The event management planning tools referred to in these *Guidelines* are a guide only and should not be relied upon as representing Council's specific requirements for a particular event.



# Budget — what to include

## THE BUDGET SHOULD ACCURATELY REFLECT PROJECT COSTS AND SHOULD INCLUDE:

- A** A description of all program expenses.
- B** Costs associated with the program/project, excluding GST.
- C** The contribution from your organisation, including in-kind support (in-kind support is goods or services that have been gifted to the project, including volunteer hours). Calculate an estimated value for each in-kind item.
- D** Income from other sources (eg. donations/ticket sales).
- E** The community grant requested from Council.

### EXAMPLE BUDGET

Total cost of project	\$3,886	<b>B</b>
Total organisation's contribution	\$1,350	<b>C</b>
Total other funding sources	\$450	<b>D</b>
Total requested in community grant	\$2,086	<b>E</b>

<b>D PLEASE LIST YOUR OTHER FUNDING SOURCES:</b>	
Donations from the bank	\$100
Ticket sales	\$150
Other Local Government grants	\$100
Private donations	\$100
<b>Total</b>	<b>\$450</b>

<b>PROJECT ITEMS</b>		<b>FUNDING SOURCES</b>		
Description of items for the festival/ event	Cost of project (\$)	Organisation's contribution (\$)	Other funding sources (\$)	Community grant request (\$)
Facility hire (Packer Park)	686	0	0	686
Advertising — Leader newspaper	400	0	200	200
Organisation/administration — 10 volunteers x four hours at \$25 per hour	1,000	1,000	0	0
Training	1,000	0	0	1,000
Activity supplies (pens, butcher's paper and craft supplies)	350	150	0	200
Refreshments	200	200	0	0
Banner	250	0	250	0
<b>TOTALS</b>	<b>3,886</b>	<b>1,350</b>	<b>450</b>	<b>2,086</b>



### ARE YOU PURCHASING EQUIPMENT?

If your application includes purchasing any items or equipment valued at more than:

- \$500 you will need two quotes for each item.
- \$1,000 you will need three quotes for each item.

### WILL YOU AFFECT YOUR NEIGHBOURS?

Please ensure you check restrictions around noise, by checking [www.epa.vic.gov.au](http://www.epa.vic.gov.au) and search for noise restrictions.

# Grants process and conditions

## HELP WITH APPLICATIONS

Council's community grants officers are available by appointment to assist applicants to complete an online application form. Contact Council's Service Centre on 9524 3333 to arrange an appointment.

Please ensure you bring items listed under '**What do I need for my application?**' to your appointment.

## SUBMISSION OF APPLICATIONS

All applications must be submitted by 5pm on Friday 20 April 2018.

Applicants will need to:

- acquit all previous Glen Eira City Council grants;
- complete all relevant sections of the Application Form;
- include all required attachments; and
- ensure the application is endorsed by an authorised person.

## RECEIPT OF APPLICATIONS

All applicants will receive an acknowledgement shortly after an application is submitted. If you do not receive an acknowledgement you should contact the community grants officers on 9524 3333.

## ASSESSMENT OF APPLICATIONS

All applications will be assessed by the Community Grants Advisory Committee which consists of Councillors that make recommendations to Council.

All funded projects must meet at least one of the aims of the *Community Grants Program* listed in this document.

Other assessment criteria include:

- The extent to which the project reflects Council priorities and benefits Glen Eira residents.
- Evidence of need for the project.
- Demonstrated commitment to accessibility and inclusiveness for people of all-abilities.
- The number of Glen Eira residents that will benefit.
- The capacity of the organisation to undertake the project.
- The capacity of the organisation to fund the project themselves or raise funds from other sources.

## NOTIFICATION OF RESULTS

All applicants will be advised of the decision regarding their application. Notification is sent to the contact person on the application form.

## ACCEPTANCE OF YOUR GRANT

If your application is successful, you will be required to sign a document accepting the grant and conditions of funding prior to the release of funds.

## GENERAL CONDITIONS

- Applicants must submit a completed application form and all documents requested in order for their application to be assessed.
- Council may require you to validate any of the information provided in your application.
- Grants will be awarded at the discretion of Council and applicants that meet grant criteria are not guaranteed funding.
- Not all grants will be funded to the maximum amount and may only be part of the total amount requested.
- The amount of any grant awarded is at the discretion of Council and will be a maximum of \$10,000 per successful applicant.
- Funding for a specific project in any one year does not guarantee that the same project will receive funding in subsequent years.
- Funding will not be given for projects started or completed before 30 June 2018.
- Applicants are responsible for costing their projects accurately. Council is not responsible for costs that have been underestimated.
- Grants must be spent by the end of the financial year in which they were awarded, in accordance with the purpose specified in the application form and Council's conditions of funding.
- A grant may only be used for the specific purpose awarded, unless prior approval for a different purpose has been obtained from Council.
- Equipment or other items purchased with a grant for use in a Council venue is and remains the property of Council and must be shared with other venue users.
- The disposal of equipment or other items purchased with a grant must be agreed with Council.
- Organisations that auspice other organisations may apply for funding for multiple projects.
- Grant recipients must acknowledge Council in any relevant publications, promotional material, web pages or media releases by using the following statement:

**Proudly supported by Glen Eira City Council.**

## ACQUITTAL OF GRANT FUNDS

Following the conclusion of the funded project, a completed community grant acquittal form must be submitted to Council. Failure to submit an accurate acquittal form may result in Council not accepting future grant applications from the organisation. Receipts for expenditure on items over \$100 are required to be included with the community grant acquittal form.

## AUDIT OF GRANTS

Grant recipients acknowledge that as part of its accountability processes, Council may audit any grant recipient for compliance with grant conditions. Organisations selected for an audit will be notified.



# Contact us

For further information, contact  
Council's community grants officers  
on 9524 3333 or visit Council's website at  
[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

## GLEN EIRA CITY COUNCIL

Corner Glen Eira and Hawthorn Roads, Caulfield  
Mail address: PO Box 42 Caulfield South, 3162  
Phone: 9524 3333  
Fax: 9523 0339  
[communitygrants@gleneira.vic.gov.au](mailto:communitygrants@gleneira.vic.gov.au)  
[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

## NATIONAL RELAY SERVICE

If you are deaf, hearing or speech-impaired, we ask  
that you call us via the National Relay Service and  
then ask for 9524 3333.

Online: <https://internet-relay.nrscall.gov.au/>  
Teletypewriter (TTY): 13 36 77  
Speak and Listen: 1300 555 727



The Community Grants Program is guided by a  
Community Grants Advisory Committee that ensures the  
Program adheres to the Victorian Charter of Human Rights  
and Responsibilities.



# Glen Eira City Council

## Facility Hire Grants Guidelines



GLEN EIRA  
CITY COUNCIL

Bentleigh  
Bentleigh East  
Brighton East  
Carnegie  
Caulfield  
Elsternwick  
Gardenvale  
Glen Huntly  
McKinnon  
Murrumbeena  
Ormond  
St Kilda East



### KEY DATES

**APPLICATIONS OPEN:  
YEAR ROUND**

**APPLICATIONS ASSESSED:  
AS RECEIVED  
PLEASE ALLOW AT LEAST EIGHT WEEKS**

### Information

For further information, contact Council's  
community grants officers on 9524 3333 or visit  
[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

Published February 2018



Facility Hire Grants are available to assist community organisations /groups and schools to undertake activities that strengthen community participation in Glen Eira.

A total of \$7,500 can be applied for across facility hire and community services grants in any one year.

Facility Hire grants are in-kind grants where Council covers the cost of facility hire and are not cash grants.

## Aims

The aim of Council's *Community Grants Program* which incorporates Facility Hire Grants, is to:

- strengthen community connections;
- encourage new initiatives that respond to community needs;
- build a community that is inclusive of all people; and
- support the community in planning and delivering services.

## Purpose

The purpose of a Facility Hire Grant is to assist community organisations/groups and schools to access Council facilities where they demonstrate benefit to the Glen Eira community.

## Types of facilities for hire

Facilities for hire include Town Hall rooms, Carnegie Library and Community Centre rooms, public halls, social rooms, recreational facilities and parks.

## Eligibility

### WHO CAN APPLY?

Community organisations/groups that:

- service the Glen Eira community;
- have acquitted all previous Glen Eira City Council grants;
- are not-for-profit;
- are incorporated;
- have an ABN; and
- hold public liability insurance in a minimum sum of \$20 million.

Schools that:

- are located within or who predominately service Glen Eira residents;
- are a registered primary or secondary Victorian school; and
- hold public liability insurance in a minimum sum of \$20 million.

What will not be funded?

- activities that have already taken place at the time of application;
- religious events;
- activities that are aligned to a political cause;
- activities directly associated with the delivery of school curriculum; and
- bond and other ancillary costs for hire of facilities.

## How do I apply?

Community organisations/groups and schools must contact the relevant Council facilities officer to book the facility on the preferred date and obtain the cost of hire.

Grant applications are made online by completing a Facility Hire Grant Application Form through the SmartyGrants portal.

To complete your application you will need access to the internet and an email address.

All sections of the application must be completed for your application to be accepted.

### STEP 1: Go online to SmartyGrants

Open the online application form link at <https://gleneira.smartygrants.com.au/>

### STEP 2: Select the application form

Select Facility Hire Grants Application Form

### STEP 3: Preview the form (optional)

Choose 'Preview the form' to view the Application Form.

### STEP 4: Start an application

Choose 'Start a submission' then 'Login' to SmartyGrants using an existing account or 'Register' a new account.

A new account set-up requires you to use your organisation's email address as a username and create a password.

Please ensure you remember your login details. Once registered, you can then 'Login' and start an application.

SmartyGrants allows you to save your progress and return to your application at a later date and to also upload supporting documents.





## What do I need for my application?

**1** Details of your organisation, including incorporation, ABN, Certificate of Currency for your public liability insurance.

**2** A description of your activity.

**3** The name of the facility and a date for your activity.

**4** What you intend to use the facility for.

**5** How your activity will benefit the Glen Eira community.

**6** Confirmation that you have made a booking with the necessary Council facility booking officer.

**7** The cost for using the facility.

## How will applications be assessed?

All applications will be assessed by the Community Grants Advisory Committee which consists of Councillors that make recommendations to Council.

Assessment criteria includes:

- the extent to which the activity meets the aims of the program and reflects Council's aims;
- the number of Glen Eira residents that will benefit; and
- demonstrated commitment to accessibility and inclusiveness for people of all-abilities.

## General conditions

- Applicants must submit a completed application form and all documents requested in order for their application to be assessed.
- Applicants must have met the terms and conditions of previous Council grants.
- Council may require the applicant to provide additional information.
- The amount of any grant awarded is at the discretion of Council.
- Community organisations/groups and schools should consider alternate ways to cover ongoing costs of facility hire as grants funds are not recurrent.
- A grant should only be used for the specified purpose awarded.
- Organisations that auspice other organisations may apply for funding for multiple activities.
- All promotional material for the activity must recognise the assistance of Glen Eira City Council. (ie. Proudly supported by Glen Eira City Council)
- The activity must offer free access to carers of people with disabilities who require essential support in accordance with the *Disability Discrimination Act 1992*.





# Contact us

For further information, contact  
Council's community grants officers  
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**Assembly of Councillors**

**5 December 2017**

**Record under S 80 A (2)**

**Meeting commenced at 6.45PM.**

**A. Present**

Cr Tony Athanasopoulos  
Cr Mary Delahunty  
Cr Margaret Esakoff  
Cr Jamie Hyams  
Cr Jim Magee  
Cr Joel Silver  
Cr Dan Sztrajt  
Cr Nina Taylor

**Council Officers**

Rebecca McKenzie, CEO  
Peter Jones  
Samantha Krull  
Peter Swabey  
Ron Torres  
Alexandra Fry  
Mark Collins  
James Kearney

**B. Matters considered.**

- (i) Caulfield Station Precinct
- (ii) Apologies – Cr Clare Davey
- (iii) Tram Substation in Caulfield Park
- (iv) General Business
  - Director Infrastructure, Environment and Leisure
  - Over 70s GESAC

Cr Sztrajt left the assembly 7.41pm and returned at 8.02pm

- (v) Elsternwick Hub

Cr Silver left the assembly 8.11pm and returned at 8.11pm

Cr Sztrajt left the assembly 8.12pm and returned at 8.18pm

Cr Delahunty left the assembly 9.12pm and returned at 9.14pm

- (vi) General Business
  - Cr Taylor
  - Community Gardens
  - 233-247 Glen Huntly Road, Elsternwick

Cr Silver

- Elsternwick Structure Planning
- Caulfield South petition

Cr Magee

- 93 Mimosa Rd, Carnegie
- CEO, Rebecca McKenzie
- Pre-budget planning session

Cr Hyams

- Booran Reserve

Cr Delahunty

- Carols in the Park

Cr Hyams

- Nature strip planting
- Illegally parked vehicles
- Planning application
- DPF meetings
- Planning department

Cr Sztrajt

- Bike sharing

9.28pm the Briefing adjourned

9.40pm the Briefing resumed

**Present**

Cr Tony Athanasopoulos  
Cr Mary Delahunty  
Cr Margaret Esakoff  
Cr Jamie Hyams  
Cr Jim Magee  
Cr Joel Silver  
Cr Dan Sztrajt  
Cr Nina Taylor

(vii) Future Service Delivery - Community Wellbeing Directorate

**Assembly finished at 11.05PM**

**Assembly of Councillors**

**12 December 2017**

**Record under S 80 A (2)**

**Meeting commenced at 5.30PM**

**A. Present**

Cr Tony Athanasopoulos (Mayor)  
Cr Mary Delahunty  
Cr Jamie Hyams  
Cr Jim Magee  
Cr Dan Sztrajt

**Council Officers**

Rebecca McKenzie, CEO  
Ron Torres  
Peter Jones  
Peter Swabey  
Samantha Krull  
Janice Pouw  
Aidan Mullen  
Mathew Bonomi  
Paul Wood  
Mark Collins

**B. Matters considered.**

- (i) Apologies – Cr Nina Taylor, Cr Clare Davey
- (ii) CISVic meeting

6.23pm Assembly was adjourned

6.40pm Assembly was resumed

Cr Silver and Cr Esakoff were present when the Assembly resumed at 6.40pm.

**Present**

Cr Tony Athanasopoulos (Mayor)  
Cr Mary Delahunty  
Cr Margaret Esakoff  
Cr Jamie Hyams  
Cr Jim Magee  
Cr Joel Silver  
Cr Dan Sztrajt

- (iii) Integrated Transport Strategy Update

7.20pm Cr Esakoff left the Assembly and re-entered at 7.24pm.

- (iv) Tennis Strategy Approach

- (v) General Business
  - Cr Silver
    - Griefline premises
    - Community Bus
  - Cr Delahunty
    - Structure Plan responses
  - Cr Hyams
    - Dwelling numbers
  - Cr Sztrajt
    - Community Safety Committee
    - Marriage equality
  - Cr Magee
    - East Bentleigh Reservoir
  - Cr Esakoff
    - Fencing at Packer Park
  - Chief Executive Officer
    - Tenders
    - Proposed 2018 Councillor Workshop dates

8.22pm Assembly adjourned

8.32pm Assembly was resumed

**Present**

Cr Tony Athanasopoulos (Mayor)  
 Cr Mary Delahunty  
 Cr Margaret Esakoff  
 Cr Jamie Hyams  
 Cr Jim Magee  
 Cr Joel Silver  
 Cr Dan Sztrajt

- (vi) Council papers for the 19 December 2017 Council Meeting comprising 21 officer reports together with standing items on the agenda.
  - Item 5 – Joint letter
  - Item 8.1 – Advisory Committees
  - Item 8.2 - Records of Assembly
  - Item 9.1 - VCAT Watch

- Item 9.2 - 3 Rigby Avenue, Carnegie
- Item 9.3 – 2 Newman Avenue, Carnegie
- Item 9.4 – 233-247 Glen Huntly Road, Elsternwick
- Item 9.5 – 1110-1112 Dandenong Road, Carnegie
- Item 9.6 – Caulfield Village – Planning Scheme Amendment C151: Social and Affordable Housing
- Item 9.7 – 450 Dandenong Road, Caulfield North – Planning Scheme Amendment C153
- Item 9.8 – New Public Toilet, East Bentleigh Shopping Centre

9.56pm Cr Delahunty left the Assembly

- Item 9.9 – Foch Street, Ormond Road Discontinuance

10pm Cr Delahunty entered the Assembly

- Item 9.10 – Access for people over 70 years of age to Glen Eira Leisure Facilities
- Item 9.11 – Deed of Surrender of Lease – EE Gunn Scout Hall
- Item 9.12 – Lease to East Bentleigh Sporting and Recreation Club
- Item 9.13 – Lease 6 Aileen Avenue, Caulfield South

10.04pm Cr Esakoff declared an indirect conflict of interest because of conflicting duties and left the Assembly

- Item 9.14 – Lease of 1134 Glen Huntly Road, Glen Huntly

10.08pm Cr Esakoff entered the Assembly

- Item 9.15 – Community Gardens
- Item 9.16 – Advocacy Strategy

10.12pm Cr Silver left Assembly and re-entered at 10.13pm

- Item 9.17 – Foundation for Youth Excellence Committee Grant Applications

10.27pm Cr Magee left Assembly and re-entered at 10.29pm

- Item 9.18 – Citizenship Ceremony January 2018
- Item 9.19 – Audit Committee – 2016-17 Annual Report
- Item 9.20 – Financial Management Report for the period ending 30 November 2017
- Item 9.21 – Appointment of Acting Chief Executive Officer



- Item 11.1 - Requests for reports from Officers  
Cr Magee – Public Transport (Tram network)
- Item 12.1 – Tender 2018.41 Provision of Drainage Maintenance  
Services and Associated Civil Works (Minor)
- Item 12.2 – Tender 2018.108 Duncan MacKinnon Reserve Netball  
Courts Upgrade
- Item 12.3 Tender 2018.115 Duncan MacKinnon Reserve Athletics  
Track Upgrade
- Item 12.4 – Citizen of the Year Awards Advisory Committee

**Assembly finished at 11pm**

**Recreation and Leisure Advisory Committee**

**Assembly of Councillors**

**13 December 2017**

**Record under S 80 A (2)**

**Meeting commenced at 6.14PM**

**A. Present**

**Councillors**

Cr Joel Silver (Chair)

Cr Tony Athanasopoulos

**Council Officers**

Mark Collins, Group Manager, Recreation & Leisure

Andrew Barden, Manager, Recreation & Open Space

Matthew Barbetta, Open Space Co-ordinator

**External Consultants**

Joanna Thompson, Director, Thompson Berrill Landscape Design Pty Ltd

Esther Kay, Managing Director, Environment & Land Management Pty Ltd

**Apologies**

Cr Nina Taylor

Samantha Krull, Director Infrastructure, Environment and Leisure

**B. Matters considered**

- (i) Conflicts of Interest - None
- (ii) Election of Chairperson - Deferred
- (iii) External presentation from consultants on Open Space Strategy Refresh  
*Joanna Thompson, Esther Kay and Matthew Barbetta left the Advisory Committee meeting at 7.35pm.*
- (iv) Terms of Reference Amendment
- (v) Club/Sportsground/Court Requests  
*Matthew Barbetta re-entered the meeting at 7.38pm.*
- (vi) Advocacy on Strategic Objectives
- (vii) Community Partnerships

- (viii) Regular Reports
  - Recreation related capital works
  - Open Space Strategy
  - Pavilion Redevelopment Strategy
  - Tennis Strategy
  - Masterplans
- (ix) Other Business

**Assembly finished at 7.55PM**



**Council Pre-Meeting**

**19 December 2017**

**Record under S 80 A (2)**

**Meeting Commenced at 6.44pm**

**A. Present**

Cr Tony Athanasopoulos, Mayor  
Cr Clare Davey  
Cr Mary Delahunty  
Cr Margaret Esakoff  
Cr Jamie Hyams  
Cr Jim Magee  
Cr Joel Silver  
Cr Nina Taylor

**Apologies**

Nil

**Officers**

Rebecca McKenzie, CEO  
Peter Swabey  
Peter Jones  
Ron Torres  
Samantha Krull  
Janice Pouw

**B. Matters considered**

6.47pm Cr Sztrajt entered the Assembly

1. Item 5 - Joint letter
2. Item 9.2 – 3 Rigby Avenue, Carnegie
3. Item 9.3 – 2 Newman Avenue, Carnegie
4. Item 9.4 – 233-247 Glenhuntly Road Elsternwick and 14 Ripon Grove, Elsternwick
5. 11.1 – Requests for Reports from Officers
6. Item 12.4 – Young Citizen of the Year

**Pre-meeting finished at 7.20pm**

**9. PRESENTATION OF OFFICERS REPORTS**

9.1	Integrated Transport Strategy Community Engagement
9.2	319-321 Hawthorn Road, Caulfield
9.3	442-452 North Road, Ormond
9.4	1 Riddell Parade, Elsternwick
9.5	27 Draper Street, McKinnon
9.6	322-328A Centre Road, Bentleigh
9.7	777 Glen Huntly Road, Caulfield
9.8	1-3 Higgins Road, Bentleigh
9.9	Elster Creek Catchment
9.10	VCAT Watch
9.11	Caulfield Wedge Dog Park Consultation Outcomes
9.12	Instruments of Appointment and Authorisation under the Planning and Environment Act 1987
9.13	Financial Management Report For The Period Ending 31 December 2017
9.14	Submission on Local Government Efficiency Factor
9.15	Submission - Proposed Planning Controls for the Development of Residential Aged Care Facilities

**ITEM 9.1            INTEGRATED TRANSPORT STRATEGY COMMUNITY  
                                 ENGAGEMENT**

**Author:**            *Aidan Mullen, Manager City Futures*

**File No:**            *18/112763*

**Attachments:**    Draft Integrated Transport Strategy

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**PURPOSE AND SUMMARY**

It is recommended that community feedback is sought for the Draft Integrated Transport Strategy, before a revised, final Strategy is presented to Council for formal consideration and adoption.

**RECOMMENDATION**

That Council endorses the draft *Integrated Transport Strategy* for the commencement of community engagement.

**BACKGROUND**

The *Integrated Transport Strategy (ITS)* acts as a high-level strategic document that will set Council's transport priorities, aligned with the 15-year vision for Glen Eira.

The draft *Strategy* provides a cohesive transport framework which responds to Council's recently adopted *Activity Centre, Housing and Local Economy Strategy*, providing an integrated framework that will respond to the current and future challenges of congestion and population growth.

This Strategy is intended to:

- Provide the strategic context to update Council's *Municipal Strategic Statement*.
- Provide a planning policy link between the *Glen Eira Council and Community Plan 2017–2021* and State Government's *Plan Melbourne*.
- Guide the strategic context for future structure plans;
- Provide clear policy direction for the municipality and revise existing Council strategies (*Sustainable Transport Strategy*, *Walking Strategy* and *Cycling Strategy*);
- Provide high level transport direction for related Council strategies (*Parking Policy*, *Open Space Strategy* and *Community Safety Plan*).

**ISSUES AND DISCUSSION**

Glen Eira is one of the highest commuting Councils in the State with approximately 80% of our residents working outside of Glen Eira and 60% commuting to work by car. It is clear that many of our residents are regularly stuck in traffic, which can be unproductive, frustrating and stressful.

In recent times, Melbourne has experienced widespread growth in population, which has seen an increase of cars on our roads and community concern regarding traffic congestion has heightened.



Like many inner city areas, Glen Eira has now reaching a critical tipping point, where the existing road network can no longer provide an easy, smooth run for vehicles that have historically made driving attractive.

In fact, based on the *ABS Census* data, commuting by car has increased from 58.8% in 2011 to 61.1% in 2016, seeing an additional 3,700 Glen Eira residents commuting to work by car over this time.

In regards to car ownership, on average there are 1.6 cars per dwelling in Glen Eira in 2016, which has slightly increased from 2011 where the average was 1.5 cars per dwelling, seeing an additional 2,830 cars owned in Glen Eira over this time.

The *Activity Centre, Housing and Local Economy Strategy* outlines a plan to accommodate an additional 9,000 dwellings in Glen Eira (between 2016-2031).

If the current car commuting rate of 61.1% is applied to the projected working population growth, it is expected that 52,000 of Glen Eira's residents will commute by car in 2031, which is an additional 7,000 residents commuting by car from 2016.

If the current car ownership rate of 1.6 is applied to these projected additional, it is expected that Glen Eira's residents will own an additional 14,400 cars. Given Glen Eira residents own approximately 80,000 cars in 2016, the additional 14,400 cars represents an 18% increase.

Put simply, an increase of vehicles on our fixed road network will lead to an increase of congestion and parking concerns.

The draft *Integrated Transport Strategy* seeks to address increasing congestion and parking concerns in two key ways:

**1. Increase efficiency on key driving routes**

Identify the best routes to improve traffic flow and move our car commuters around our city as smoothly as possible.

**2. Increase walking, cycling and public transport trips**

Encourage the increase of non-car trips (walking, cycling, public transport and working from home) by making these options as safe, convenient, fast and attractive as possible.

A goal has been established to 'strive for a 50:50 mode share of car and non-car trips by 2031'. To achieve this goal, the Strategy needs to identify ways to reduce car use by transitioning 640 car commuters to other modes every year for the next 15 years (accounting for the projected population growth).

**VISION — GLEN EIRA 2031**

The draft *Integrated Transport Strategy* establishes a vision for Glen Eira in 2031 and a clear list of principles to undertake our transport planning into the future:

*'Glen Eira will be a City of child friendly neighbourhoods that are connected to a network of vibrant and well designed walkable activity centres. The community will have a range of travel options to service their daily needs, and we will aim to reduce 50% of trips made by car.'*

Principles:

1. Transport is for people – a range of options is needed to suit our busy lives
2. The majority of our residents currently rely on the car to undertake their daily activities
3. Growth of car use into the future will contribute to further traffic congestion and parking concerns; this growth is unsustainable
4. Parking will continue to play an important role and complement our transport system
5. Not all residents within Glen Eira experience the same access to transport
6. Peak hour travel movements should be as efficient and fast as possible
7. Our streets are the defining feature of our neighbourhoods
8. Car alternatives can improve our health and the environment
9. The future presents significant changes and opportunities to reimagine how we move around

### **Transport access – 'tale of four cities'**

By analysing the City of Glen Eira and relevant transport ABS data, it is apparent that we have a City with diverse levels of public transport accessibility. If we look at the City in relation to walking distances to public transport, we can see a clear distinction of four precincts separate precincts:

1. Train and Tram Precinct
2. Train Precinct
3. Tram Precinct
4. Bus Precinct

The ABS data below shows that residents living close to greater public transport options are less likely to use and own a car. This data shows that aligning key Council policies, which looks at development and parking, with these four precincts can assist in reducing car use and meeting the 50% mode share target.

CAR USE PERCENTAGE				
Glen Eira	61%			
	Train and Tram	Train	Tram	Bus
Precinct	51%	59%	61%	68%

<b>CAR OWNERSHIP RATES</b>				
<b>Glen Eira</b>	1.6 cars per dwelling			
	<b>Train and Tram</b>	<b>Train</b>	<b>Tram</b>	<b>Bus</b>
<b>Precinct</b>	1.3	1.6	1.5	1.7
<b>House</b>	1.6	1.7	1.8	1.9
<b>Apartment</b>	0.9	1.2	1.2	1.6

### **'Premium' Corridor Network**

The Draft Strategy establishes a network of new 'premium transport corridors' across Glen Eira, outlining which route is best suited to key transport modes of car, bike, tram/bus and walking.

The creation of a new 'premium vehicular' network through Glen Eira, seeks to seriously address the concerns of peak congestion for our community, by identifying ways to improve traffic flows along these routes.

As well as this, in order to meet the 50% mode-share target, improvements for 'premium' bike, tram/bus and walking routes have also been identified.

The identification of premium routes has taken into account the existing conditions along the route, for example, an ideal premium vehicular route would avoid a road corridor with many school zones slowing down traffic, however many schools zones would be an ideal premium cycling route.

Importantly, identification of a premium mode along these routes does not preclude infrastructure and services for other modes occurring along these routes. This approach in identifying and allocating 'premium' corridor networks is considered new and is hoped will put Glen Eira at the forefront of transport planning.

### **Places**

The areas between the transport corridors are our neighbourhoods and local streets. These are the areas where our residents live, shop and recreate. Our local streets make up a significant portion of our public spaces and are significant places in their own right. The look and feel of these streets defines how our neighbourhoods and local activity centres function.

The following three place types have been developed:

- child friendly neighbourhoods;
- safe school zones; and
- walkable activity centres.

### **Policies, Projects and Pilots**

The Draft Strategy sets a clear goal of 50:50 mode share by 2031, to achieve this goal, a range policies, pilot programs and projects have been identified.

Generally speaking the categories have been applied:

- Policy: a Council position to influence others.
- Project: a physical improvement that can be delivered by Council
- Pilot: a new idea, which can be explored and analysed through delivery



A detailed background document has a range of case studies that provide examples of where these policies have been applied elsewhere.

### **Background Reports**

The following background reports have been prepared by officers to support the direction of the draft strategy.

- *ITS Background Data Report*
- *ITS Case Study Report*
- *ITS Transport Corridor Analysis*
- *ITS Round 1 Community Engagement Summary Report*

These reports will be available for all community members to download and read on Council's on line engagement portal – <https://www.haveyoursaygleneira.com.au/transport>

### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

The financial and resource implications are within the normal operation of the Council's City Futures Department.

### **POLICY AND LEGISLATIVE IMPLICATIONS**

The Draft Strategy is an essential document that emphasises the link between the Council and Community Plan, the Municipal Strategic Statement (MSS) and the State Government's Metropolitan Planning Strategy, Plan Melbourne 2017-2050.

The final Strategy in partnership with the Activity Centre, Housing and Local Economy Strategy will lay the strategic groundwork for Council's Structure Plans and Municipal Strategic Statement update by highlighting the correlations between our vision for how our residents move and with the State Government's most recent strategic vision for Victoria.

### **COMMUNICATION AND ENGAGEMENT**

It is proposed that community feedback is sought for the Draft Integrated Transport Strategy, over a six week period.

The Glen Eira community will be engaged through the following in the numerous ways:

- Update Have Your Say page
- Have Your Say newsletter
- Council's web page
- Facebook posts
- Service Centre and Library television screens
- Email Blasts
- Community consultation e-newsletter
- Glen Eira News
- Community news ad in Caulfield and Moorabbin Leader newspapers

All stakeholders will be invited to provide feedback through Council's Have Your Say Page or by contacting City Futures directly. Key stakeholders include:

- Glen Eira Residents
- Vic Roads
- Transport for Victoria
- PTV
- Bicycle Users Group
- Transport Advisory Committee
- Bicycle Network & Victoria Walks
- Public Transport Users Association
- Neighbouring Councils
- RACV

Over the past twelve months, the following community consultation, focused on transport and parking, has taken place:

- Integrated Transport Strategy – key concerns and solutions - 26 July to 20 August
  - 49 survey responses
  - 38 forum comments
  - 2 email submissions
  - Disability Reference Committee meeting
- Tell us what you love about your shopping strip - November 2016 to February 2017
  - 2,142 survey responses
- Council and Community Plan – July/August 2016
  - 500 telephone surveys
  - 150 community meeting attendees
- Glen Eira Transport Forum – 12 September 2016.
  - 47 attendees

## **LINK TO COUNCIL PLAN**

Theme Two: ACCESSIBLE AND WELL CONNECTED

Aspire to create neighbourhoods where people can access, the goods and services they need, within 20 minutes of where they live, travelling by foot, bicycle or public transport.

Theme Five: INFORMED AND ENGAGED

## **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

## **CONCLUSION**

The Draft Integrated Transport Strategy sets out a framework that will guide the future of how Glen Eira's residents will move throughout the municipality. Community feedback will add value to the preparation of the final document and test the proposed principles and approach.



# DRAFT INTEGRATED TRANSPORT STRATEGY



GLEN EIRA  
CITY COUNCIL



### How to provide feedback

This draft *Integrated Transport Strategy* has been released for community feedback and participation in the future planning of our City.

Your feedback on this draft *Strategy* is actively sought until Monday 26 March 2018. Submissions can be made:

- online: [www.gleneira.vic.gov.au/transport](http://www.gleneira.vic.gov.au/transport);
- via email: [cityfutures@gleneira.vic.gov.au](mailto:cityfutures@gleneira.vic.gov.au);
- via post: City Futures Department, PO Box 42, Caulfield South 3162; or
- contact Council's City Futures Department on 9524 3333.

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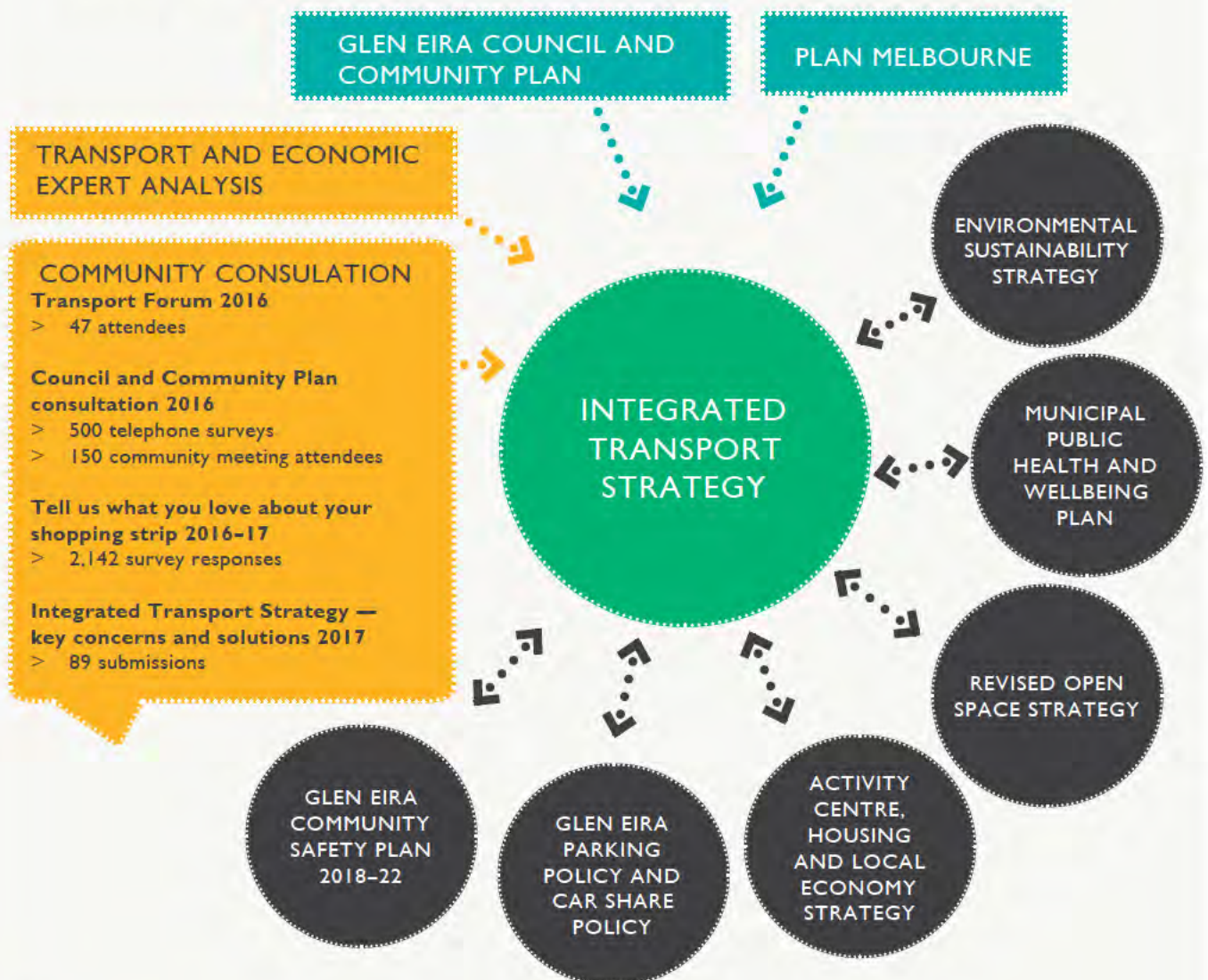
## INTRODUCTION

### WHAT IS THE PURPOSE OF THIS STRATEGY?

Glen Eira is forecast to grow by 22,000 people, 9,000 dwellings and 9,500 jobs over the next 15 years. This draft *Integrated Transport Strategy* aims to set our priorities for transport, aligned with our 15-year vision for the future of transport in Glen Eira.

This draft *Strategy* intends to:

- > provide the strategic context to update Council's *Municipal Strategic Statement*;
- > provide a planning policy link between the *Glen Eira Council and Community Plan 2017–2021* and State Government's *Plan Melbourne*;
- > guide strategic context for future structure plans;
- > provide clear policy direction for the municipality;
- > replace existing Council strategies (*Sustainable Transport Strategy*, *Walking Strategy* and *Cycling Strategy*); and
- > provide direction for upcoming strategies (see diagram below).





Transport will be central to achieving Council's broader policy direction as outlined in Council's *Glen Eira Council and Community Plan*:

### 1. Liveable and well designed

We are committed to Glen Eira being a well designed City that is safe attractive and vibrant for our residents and businesses.

### 2. Accessible and well connected

Aspire to create neighbourhoods where people can access, the goods and services they need, within 20 minutes of where they live, travelling by foot, bicycle or public transport.

### 3. Safe, healthy and inclusive

We are committed to being a community that is safe, healthy and inclusive. Our aim is to help people feel socially included, with access to quality support services. We will build a social environment that encourages participation, where people feel safe in their homes and around our streets.

To enable us to make better use of our existing infrastructure, we need to support a range of travel options for each journey.

Encouraging and facilitating active travel and public transport options will be the key to reducing unnecessary car trips. The benefits of this are:

- > freeing up road space and parking for those who need to use it;
- > reduce congestion and improve safety for children, particularly around schools and activity centres;
- > increased productivity with less time spent in traffic; and
- > improve health and wellbeing through active travel modes.

## HOW WAS THIS STRATEGY DEVELOPED?

This *Strategy* has been informed by extensive community feedback, including 89 submissions on our *Integrated Transport Strategy* — *key concerns and solutions* community engagement from July to August 2017, expert analysis, as well as a review of trends occurring across metropolitan Melbourne.

We have incorporated feedback received through various community consultations (refer to diagram on page four).

To inform this *Strategy*, background papers have been prepared, including:

- > *Integrated Transport Strategy Background Data Report*;
- > *Integrated Transport Strategy Case Study Report*;
- > *Integrated Transport Strategy Transport Corridor Analysis*; and
- > *Integrated Transport Strategy Round One Community Engagement Summary Report*.



## BACKGROUND

Glen Eira is one of the highest commuting councils in the state with approximately 80 per cent of our residents working outside of Glen Eira and 60 per cent commuting to work by car. It is clear that many of our residents are regularly stuck in traffic, which can be unproductive, frustrating and stressful.

In recent times, Melbourne has experienced widespread growth in population, which has seen an increase of cars on our roads and community concern regarding traffic congestion has heightened.

Like many inner city areas, Glen Eira has now reaching a critical tipping point, where the existing road network can no longer provide an easy, smooth run for vehicles that have historically made driving attractive.

In fact, based on the ABS Census data, commuting by car has increased from 58.8 per cent in 2011 to 61.1 per cent in 2016, seeing an additional 3,700 Glen Eira residents commuting to work by car over this time.

In regards to car ownership, on average there are 1.6 cars per dwelling in Glen Eira in 2016, which has slightly increased from 2011 where the average was 1.5 cars per dwelling, seeing an additional 2,830 cars owned in Glen Eira over this time.

The *Activity Centre, Housing and Local Economy Strategy* outlines a plan to accommodate an additional 9,000 dwellings in Glen Eira (between 2016–2031).

If the current car commuting rate of 61.1 per cent is applied to the projected working population growth, it is expected that 52,000 of Glen Eira's residents will commute by car in 2031, which is an additional 7,000 residents commuting by car from 2016.

If the current car ownership rate of 1.6 is applied to these projected additional, it is expected that Glen Eira's residents will own an additional 14,400 cars. Given Glen Eira residents own approximately 80,000 cars in 2016, the additional 14,400 cars represents an 18 per cent increase.

Put simply, an increase of vehicles on our fixed road network will lead to an increase of congestion and parking concerns.

The draft *Integrated Transport Strategy* seeks to address increasing congestion and parking concerns in two key ways:

### 1. Increase efficiency on key driving routes

Identify the best routes to improve traffic flow and move our car commuters around our city as smoothly as possible.

### 2. Increase walking, cycling and public transport trips

Encourage the increase of non-car trips (walking, cycling, public transport and working from home) by making these options as safe, convenient, fast and attractive as possible.

A goal has been established to 'strive for a 50:50 mode share of car and non-car trips by 2031'. To achieve this goal, the *Strategy* needs to identify ways to reduce car use by transitioning 640 car commuters to other modes every year for the next 15 years (accounting for the projected population growth).

## FAST FACTS

### TRAFFIC AND PARKING

COMMUNITY FEEDBACK HAS HIGHLIGHTED THAT TRAFFIC AND PARKING ARE MAJOR CONCERNS IN GLEN EIRA



#### GLEN EIRA AVERAGES

# 1.6

CARS PER DWELLING\*



# 14,400

CARS WILL BE ADDED TO OUR ROADS BY 2031

IF WE CONTINUE ON THIS TREND\*

## SOLUTIONS



- ① INCREASE EFFICIENCY ON KEY DRIVING ROUTES + ② INCREASE WALKING, CYCLING AND PUBLIC TRANSPORT TRIPS

= BENEFITS



REDUCE TRAVEL  
TIMES AND  
CONGESTION



DECLINE IN  
PARKING ISSUES



GOOD  
HEALTH



ECONOMIC  
SAVINGS

## OUR GOAL

**STRIVE FOR A 50:50 MODE SHARE OF  
CAR AND NON-CAR TRIPS BY 2031**

\*Source: 2016 ABS Census — based on a projection of an additional 9,000 dwellings



# I.0 PRINCIPLES





## PRINCIPLES

### VISION — Glen Eira 2031

Glen Eira will be a City of child friendly neighbourhoods that are connected to a network of vibrant and well designed walkable activity centres. The community will have a range of travel options to service their daily needs, and we will aim to reduce 50 per cent of trips made by car.

#### 1 Transport is for people — a range of options is needed to suit our busy lives

Individual travel decisions are influenced by a range of economic, physical, social and psychological factors and these decisions can change daily.

#### 4 Parking will continue to play an important role and complement our transport system

The provision of parking is required as motor vehicles, in particular private motor vehicles, will remain for the foreseeable future as the predominant means by which people access goods, services, employment and recreation.

#### 2 The majority of the community currently relies on the car to undertake their daily activities

The car plays an important role in the way in which the majority of the Glen Eira community travels on a daily basis. The 2016 ABS Census reports 61.1 per cent of the Glen Eira community travel to work by car as a driver or passenger (an increase of 2.3 per cent from 2011).

#### 5 Not all residents within Glen Eira experience the same access to transport

Glen Eira is a diverse municipality and across the City residents have significantly different levels of transport accessibility.

#### 3 Continued growth of car use will contribute to further traffic congestion and parking concerns

This growth is unsustainable and as Glen Eira is a middle/inner ring municipality with limited opportunity to increase road capacity, continuing along the trend of increasing car numbers will ultimately lead to a critical tipping point where car travel is no longer an efficient travel choice.

#### 6 Peak hour travel movements should be as efficient and fast as possible

Council owns and maintains all non-arterial roads within the municipality. These roads provide an opportunity for Council to prioritise and plan for the most appropriate and desired road user outcomes.



## **7 Our streets are the defining feature of our neighbourhoods**

Our local streets make up a significant portion of our public spaces and the look and feel defines our neighbourhoods. Streets and routes are and should be treated as important public spaces. We should ensure that these spaces enable safe access for all users.

## **8 Car alternatives can improve our health and the environment**

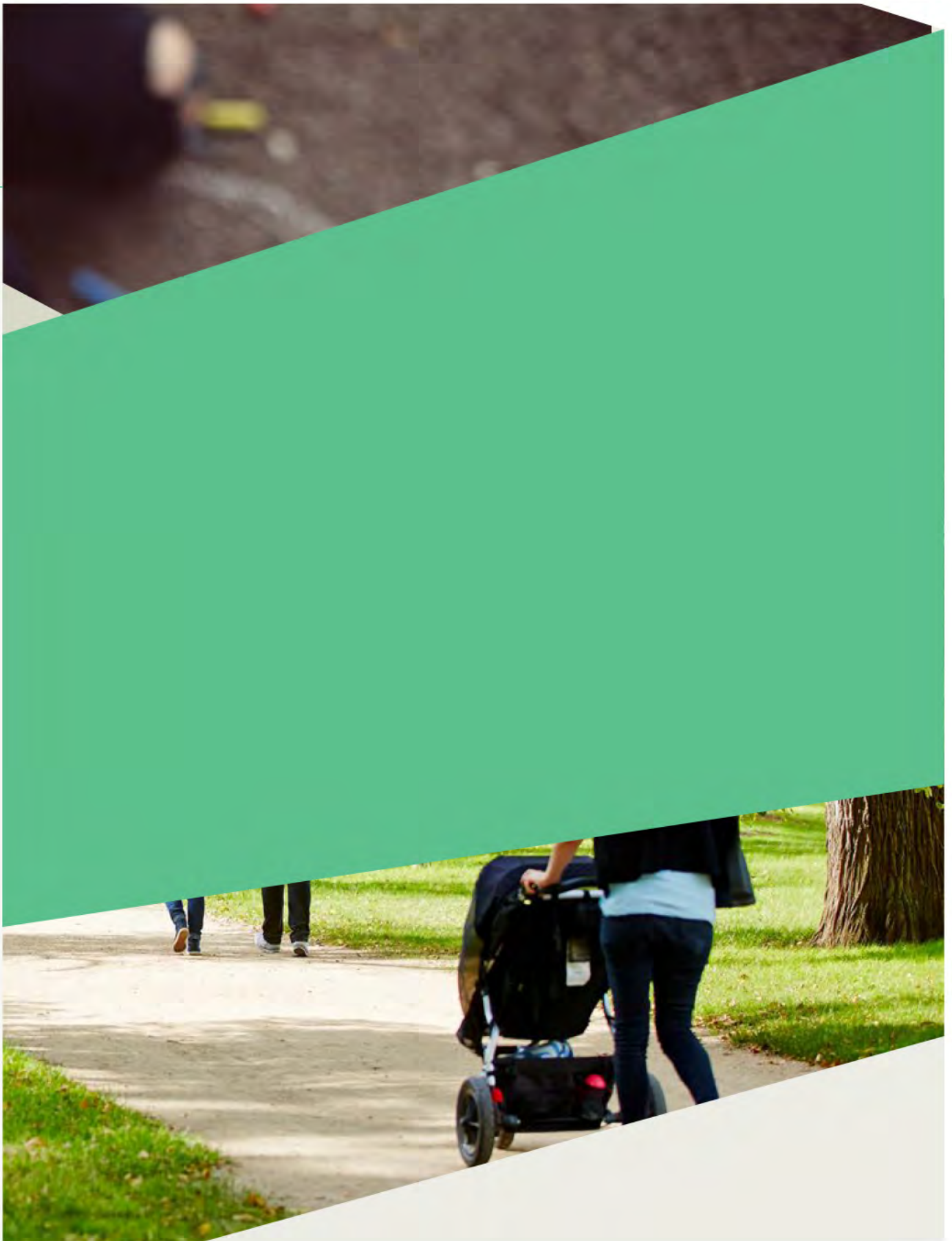
By encouraging residents and visitors to choose more sustainable methods of travel such as walking, cycling, carpooling and taking public transport, we aim to reduce congestion, improve air quality, improve our health and save money.

## **9 The future presents significant changes and opportunities to reimagine how we move around**

The near future will likely see another once in a century paradigm shift where the transport system will realign with a strong user-first focus; need to be more flexible; and adapt to a fast changing technological environment.



## 2.0 FRAMEWORK





## TRANSPORT ACCESS



By analysing the City of Glen Eira and relevant transport ABS data, it is apparent that we have a City with diverse levels of public transport accessibility. If we look at the City in relation to walking distances to public transport, we can see a clear distinction of four precincts.

### TRAIN AND TRAM PRECINCT

The neighbourhoods located within the northern half of Glen Eira experience excellent access to public transport with access to all three tiers (train, tram and bus). The suburbs include Elsternwick, Ripponlea, Gardenvale, St Kilda East, Glen Huntly and around Caulfield Station.

### TRAM PRECINCT

The neighbourhoods located within the northern half of Glen Eira experience good access to public transport but are not located within walking distances to a train station. The suburbs include Caulfield North, Caulfield South and around Caulfield Park.

The 2016 ABS Census data below shows that residents living close to greater public transport options are less likely to use and own a car. This data shows that aligning key Council policies on development and parking within these four precincts can assist in reducing car use and meeting the 50 per cent car trip target.

Car use				
<b>Glen Eira</b>	<b>61%</b>			
	<b>Train and tram</b>	<b>Train</b>	<b>Tram</b>	<b>Bus</b>
Precinct	51%	59%	61%	68%

Car ownership rates				
<b>Glen Eira</b>	<b>1.6 cars per dwelling</b>			
	<b>Train and tram</b>	<b>Train</b>	<b>Tram</b>	<b>Bus</b>
Precinct	1.3	1.6	1.5	1.7
House	1.6	1.7	1.8	1.9
Apartment	0.9	1.2	1.2	1.6

Car ownership calculations are based on the 2016 ABS data — for further information, refer to Council's *Integrated Transport Strategy Background Data Report*.



## INTEGRATED TRANSPORT STRATEGY FRAMEWORK

Council owns and manages the majority of the street network within the municipality with the exception of arterial roads, which are owned and maintained by VicRoads.

The allocation of road space within these streets is the responsibility of Local Government.

The current approach to street design attempts to balance the needs of all users on all streets, this regularly leads to ineffective outcomes.

Council should set the future direction and preferred uses for these streets. By taking a range of external factors into account (including road widths; local area destinations; and existing connection and function) to determine the best and highest use for the limited road space within the municipality.

The following four premium transit corridors have been developed:

- > efficient driving routes;
- > express public transport routes;
- > safe cycling streets; and
- > great walking and shopping streets.

Each of these mode based street types detailed on pages 18 to 21 have a purpose; set of conditions for success and possible improvements; and an individual network map based on the transport corridor assessment. For further information, refer to Council's *Transport Corridors Analysis Background Report*.





## KEY ROADS

- > Nepean Highway
- > Dandenong Road
- > South Road
- > North Road
- > Warrigal Road
- > Murrumbeena Road
- > Kooyong Road
- > Glen Eira Road
- > Poath Road
- > East Boundary Road
- > Neerim Road
- > Hotham Street
- > Grange Road
- > Jasper Road
- > Centre Road



## POTENTIAL IMPROVEMENTS

To increase the efficiency of our driving routes, possible improvements may include:

- creating clearways to enable multiple trafficable lanes in peak hours;
- removal of level crossings;
- banning or reducing right hand turns;
- consistent sign posted speed limits;
- creation of turning-only lanes;
- better phased traffic signals for free flow of traffic; and/or
- exploring the reinstatement of lost street parking where required.

## EXPRESS PUBLIC TRANSPORT ROUTES

An express public transport route is a road or street that aims to prioritise the movement of trams or buses. These modes are the most efficient at moving large amounts of people quickly within limited road space.



## POTENTIAL IMPROVEMENTS

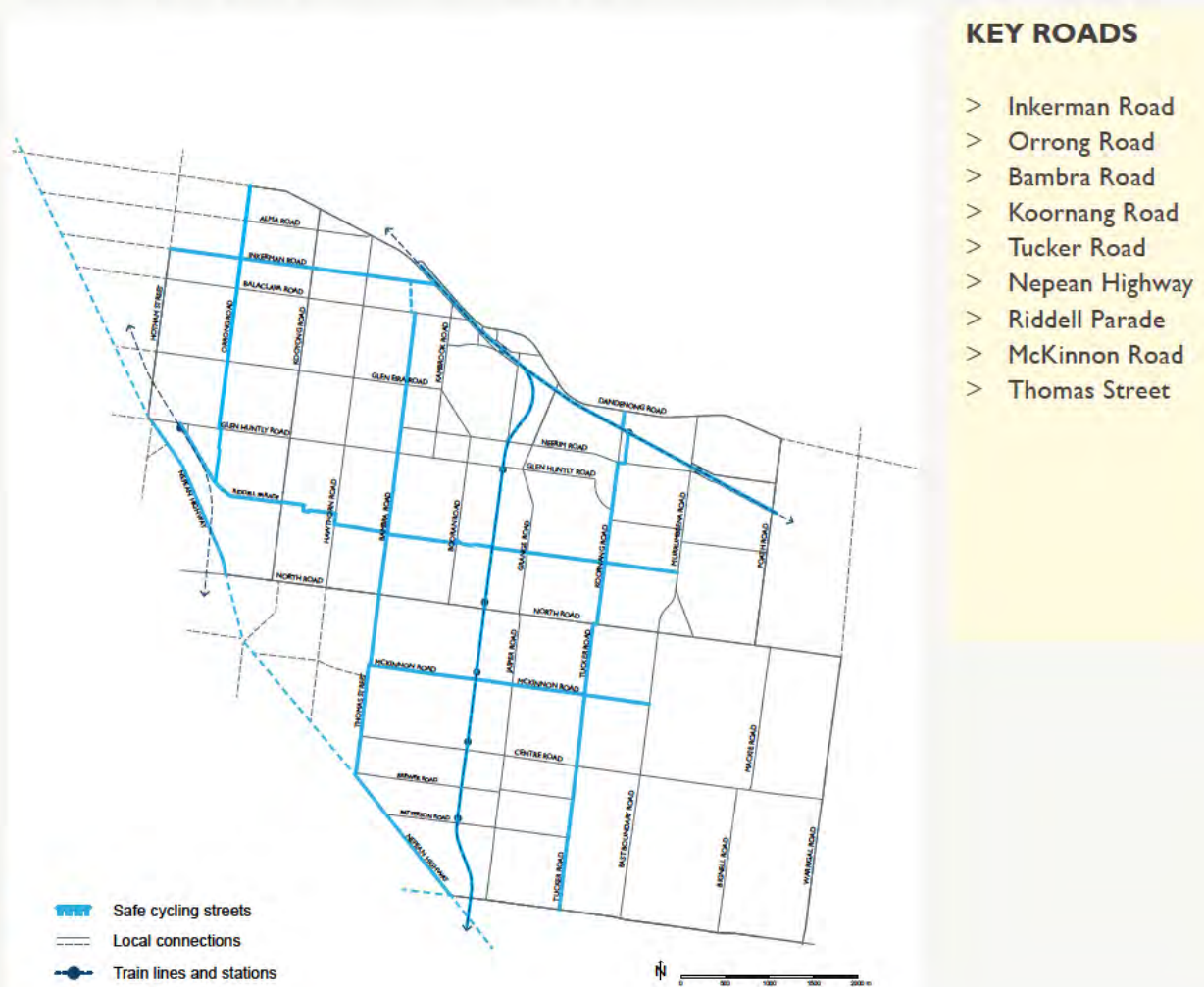
To increase the effectiveness of our public transport routes, possible improvements may include:

- > separating the service — for example, a bus-only lane or removal of cars from the tram lane;
- > prioritising the service — for example, creation of clearways in peak hours;
- > programming of traffic signals to prioritise bus movements through intersections;
- > construction of accessible tram stops with high quality shelters and signage;
- > improving connections between train stations and interchange facilities; and/or
- > exploring the reinstatement of lost street parking where required.



## SAFE CYCLING STREETS

A safe cycling street is a road or street that aims to enable cycling as a legitimate transport mode choice. These streets foster a safe environment for people of all abilities to cycle safely between destinations.



## POTENTIAL IMPROVEMENTS

To increase the safety of our cycling streets, possible improvements may include:

- > construction of separated, safe bike paths;
- > continuation of all bike lanes through intersections;
- > minimising car movements across bike lanes at traffic signals;
- > consistently reduce vehicle speeds along roads;
- > ensuring lighting is of a high standard along full length of the streets; and/or
- > exploring the reinstatement of lost street parking where required.

## GREAT WALKING AND SHOPPING STREETS

A great walking and shopping street is a road or street that aims to enable the movement of people for the purpose of walking, shopping and experiencing our activity centres and public places.



### KEY ROADS

- > Centre Road
- > Glenhuntly Road
- > McKinnon Road
- > Patterson Road
- > Neerim Road
- > Balaclava Road
- > Hawthorn Road
- > Koornang Road

### POTENTIAL IMPROVEMENTS

To improve the experience of our walking and shopping streets, possible improvements may include:

- > pedestrian priority at all side street intersections;
- > investigate road closures and shared zones in key locations to improve the pedestrian network;
- > planting high quality canopy trees along roads;
- > ensuring high quality lighting along length of the roads;
- > improving traffic signals to prioritise pedestrians;
- > developing destinational, high value public spaces; and/or
- > exploring the reinstatement of lost street parking where required.



## 3.0 PLACES





The areas between the transport corridors are our neighbourhoods and local streets. These are the areas where our residents live, shop and recreate.

Our local streets make up a significant portion of our public spaces and are significant places in their own right. The look and feel of these streets defines how our neighbourhoods and local activity centres function.

The following three place types have been developed:

- > child friendly neighbourhoods;
- > safe school zones; and
- > walkable activity centres.



## CHILD FRIENDLY NEIGHBOURHOOD

Child friendly residential streets should provide opportunities for diverse experiences and encourage people to spend time engaging in social and recreational activities. All streets should be fundamentally safe for everyone.

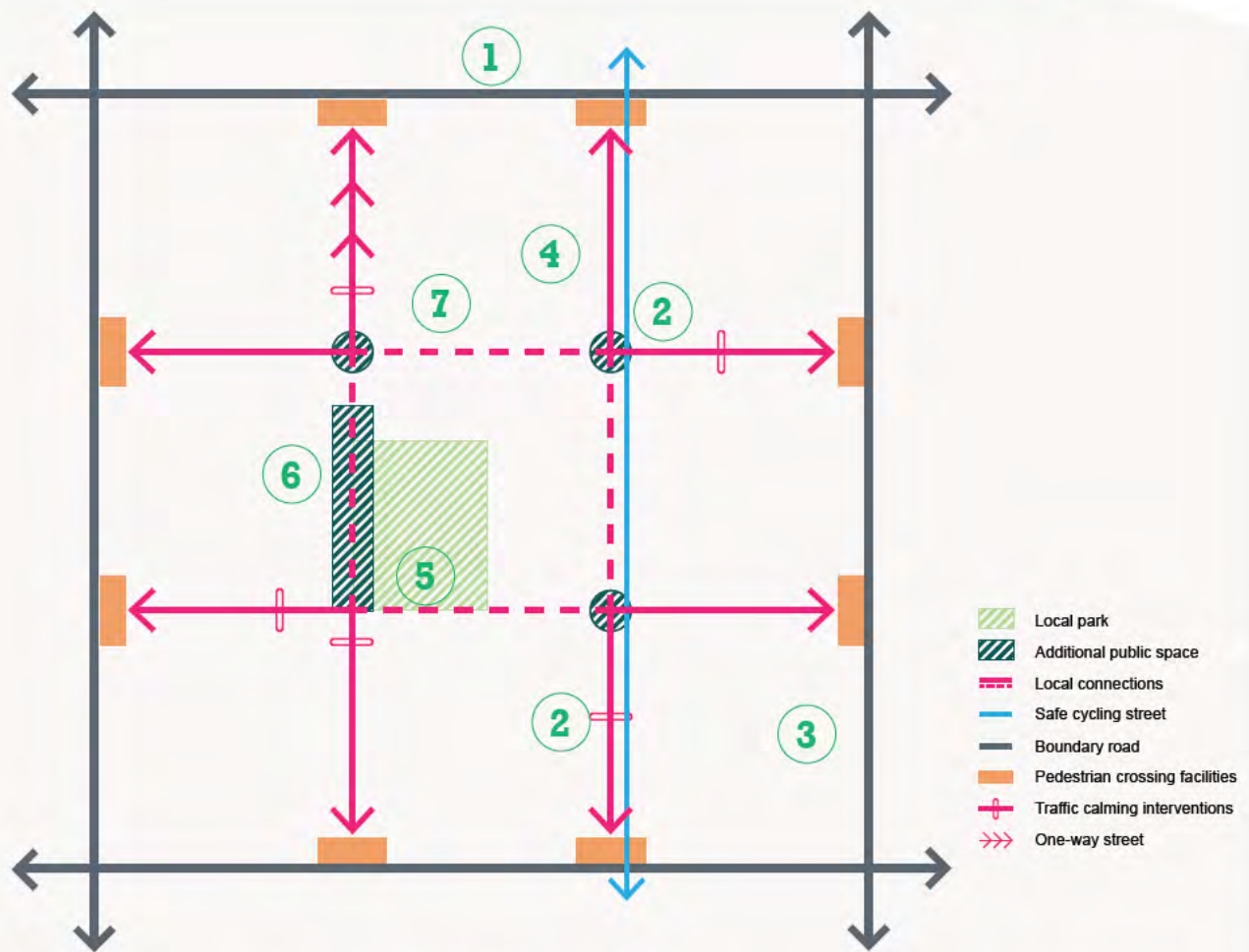
### KEY OBJECTIVES

- > Create safe residential streets that encourage walking and social interaction.
- > Design streets where pedestrians, cyclists and vehicles can co-exist safely.
- > Reduce unnecessary 'rat running' within local streets.

### KEY ELEMENTS

- 1 Introduce pedestrian crossing facilities at each boundary road.
- 2 Explore altering the local traffic network to create additional public spaces.
- 3 Create safe local connections with regional safe cycling streets.
- 4 Explore the potential for one-way streets.
- 5 Implement internal traffic calming and additional tree planting.
- 6 Explore the reinstatement of lost street parking where required.
- 7 Improve lighting.









## SAFE SCHOOL ZONES

Safe school zones have a strong focus on accessibility and safety for all users. These zones should provide for a range of safe travel options while not impacting on the amenity of nearby residents.

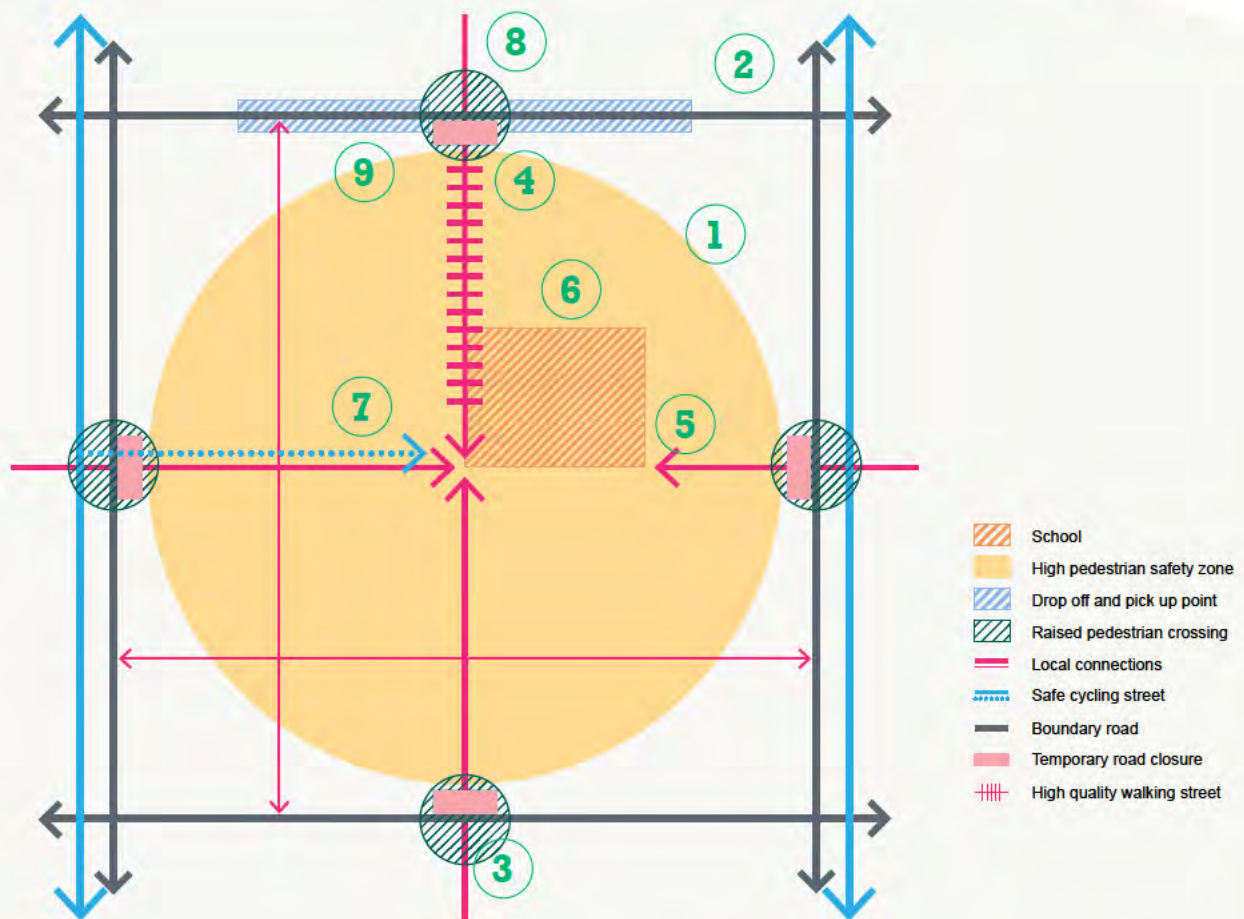
### KEY OBJECTIVES

- > Provide an environment that encourages active and independent travel.
- > Ensure existing and future amenity of the area when designing movement around a school zone is protected and enhanced.

### KEY ELEMENTS

- 1 Create high pedestrian safety zones around the school with wide footpaths and raised pedestrian crossings and high quality lighting to ensure slow vehicle speeds.
- 2 Provide vehicle drop-off areas in locations that do not affect safety of school users or residential amenity.
- 3 Explore altering the traffic network and temporary road closures to create safe and inviting forecourts into schools.
- 4 Reduce speed limits within pedestrian safety zones.
- 5 Provide high quality bike parking within school zones.
- 6 Create high quality walking streets linking vehicle drop-off areas with school entrances.
- 7 Create safe local connections with regional safe cycling streets.
- 8 Provide protected zones for school children during pick-up and drop-off.
- 9 Explore the reinstatement of lost street parking where required.









## WALKABLE ACTIVITY CENTRE

A walkable activity centre is an attractive and exciting destination that encourages residents and visitors to visit, shop and stay within these precincts, rather than driving to a regional shopping centre. These streets should be designed to balance the needs of the diverse users in order to create an environment that ensures access safety, comfort and enjoyment for everyone.

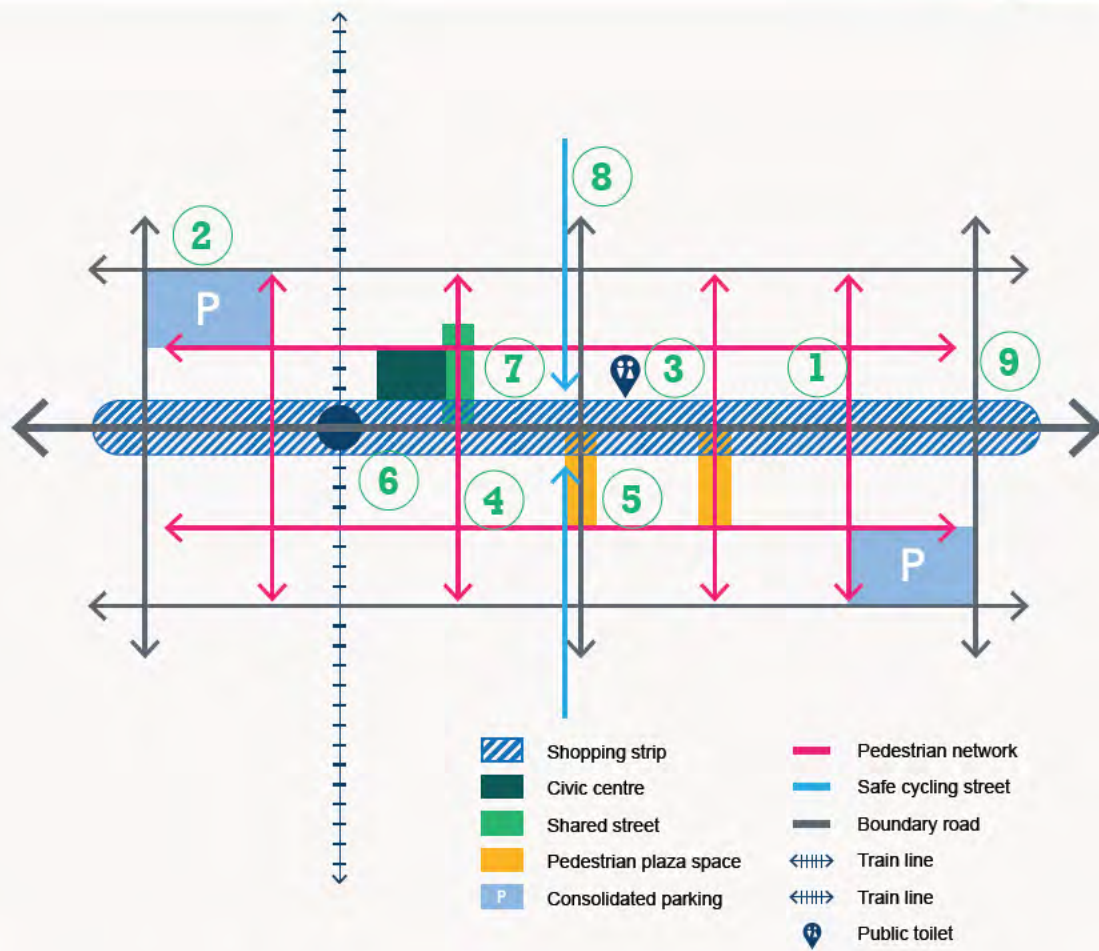
### KEY OBJECTIVES

- > Provide a safe and comfortable walking environment during the day and night and create attractive places that people want to visit and linger longer.
- > Ensure appropriate parking is provided in suitable locations to support the economic vitality of the shopping strip.

### KEY ELEMENTS

- 1 Widen footpaths to encourage street trading activities.
- 2 Provide consolidated parking close to key driving routes and interactive wayfinding signage.
- 3 Provide adequate public facilities such as toilets, seats and drinking fountains.
- 4 Create high quality pedestrian networks. Explore opportunities to implement shared zones and road closures to create high quality civic spaces.
- 5
- 6 Provide safe, high quality connections between key destinations and public transport nodes.
- 7 Provide needs-based and short-term parking spread throughout the centre.
- 8 Create safe local connections with regional safe cycling streets.
- 9 Explore the reinstatement of lost street parking where required.







## 4.0 POLICIES, PROJECTS AND PILOTS





As Melbourne's population has grown so has our car usage, and our community have clearly expressed that traffic congestion and parking are real problems in our City. Like many inner city areas, we have now reached a critical tipping point, where the existing road network can no longer provide an easy, smooth run for vehicles.

**Our goal of achieving a 50:50 mode split by 2031**

To achieve this 50:50 mode split by 2031 in Glen Eira, this draft *Strategy* aims to reduce car use by transitioning 640 car commuters

to other modes every year for the next 15 years (accounting for the projected population growth).

This draft *Strategy* sets out a range of policies, pilot programs and projects that will enhance livability for all residents, and ensure that we move towards a better transport system that will reduce traffic congestion and parking issues.



## 1.0 PLACES

The continued growth of our City presents the opportunity to change how we plan for this growth in our neighbourhoods, as well as the look and feel by making them more sustainable, and people-centered places.

Our streets make up a significant portion of our public spaces and can become significant places in their own right. The look and feel of these streets defines how our neighbourhoods function.

Refer to section 3 of this Strategy for details on the three key types of places that make up our City.

### **POLICY 1.1** **Focus employment and office development within major activity centres and strategic sites**

The residential density of Glen Eira is relatively high by metropolitan standards and increasing, however the corresponding number of local jobs is low.

Employment opportunities should be focused in areas of existing retail and commercial activity with access to transport modes and links.

Opportunities to address this and create employment clusters need to be factored into any consideration of underutilised sites.

#### **EVIDENCE**

- > **The number of local job opportunities within Glen Eira is low when compared with other municipalities.**
- > **Only 21.3 per cent of working residents are employed within the municipality, making Glen Eira the fifth lowest council across Melbourne to locally employ its own residents.**
- > **Comparable councils such as Bayside and Boroondara have rates in the range of 26.2 to 26.4 per cent.**

### **POLICY 1.2** **Support and promote increased dwelling density at key transport hubs**

Transit-Oriented Development refers to a development that is located on or adjacent to a high quality public transport node. The residents of these developments experience high quality public transport access, good walkability and mixed land uses.

Transit-Oriented Development is a key direction to realising the 20 minute city concept adopted by direction 5.1 in the State Government's *Plan Melbourne* strategy.

#### **EVIDENCE**

- > **Council's Activity Centre, Housing and Local Economy Strategy identifies where the major focus for scale and density of housing should occur within the municipality.**

### **PILOT 1.1** **Design neighbourhood streets that balance the needs of diverse users in order to create an environment that ensures access, safety, comfort and enjoyment for everyone**

Council will plan, design and implement a pilot concept design for a Glen Eira neighbourhood with the goal of creating safe and comfortable local community spaces.



**PILOT 1.2****Work with a school to develop new ways to encourage behavioural changes and reduce the reliance on car-based transport**

Work with a local school and neighbourhood to implement a pilot safe school zone, as identified in section 3 of this draft *Strategy*.

Implementing a safe school zone will promote accessibility and safety for all users and drive behavioural change within the school community, towards making riding and walking to school normal for all children once again.

**PROJECT 1.1****Develop Street Design Guidelines**

*Street Design Guidelines* offer a set of principles and aspirations to help guide and support the appropriate development of current and future streets within the municipality.

A focus of the *Guidelines* is to design for safety and mobility while treating streets as public spaces.

**CASE STUDIES****Perth City Link — Transit Oriented Development**

Perth City Link is an urban renewal project managed by the Metropolitan Redevelopment Authority with the aim of reconnecting the Perth CBD with the northern neighbourhood of Northbridge. By sinking the railway line and Wellington Street bus station, the project aims to create a 13.5 hectare space for residential and commercial uses.

It is expected the area will be transformed with quality designed buildings, inviting public spaces, improved connections across the city and creating homes for 3,000 new residents.

**Barcelona superblocks**

In 2015 selected neighbourhoods in Barcelona, Spain were converted to a superblock to test and pilot a new urban design initiative to encourage walking, cycling and neighbourhood safety.

In order to create a superblock, select streets were cut off to through-traffic, and four new public squares of 2,000m<sup>2</sup> each were created.

The concept works by limiting the number of roads that cars can use to cross the city. Through traffic is permitted only on roads around the perimeter of each superblock, where new bus lines are installed. The streets within the block have a low speed limit and allow access only for local residents, delivery vehicles and emergency services.

Once this system is in place, the less car-encumbered streets are redesigned, extending pedestrian space and allowing for amenities such as playgrounds and cycling links.

## 2.0 PEOPLE

Transport is fundamental for people, therefore a range of transport options is needed to suit our busy lives.

Individual travel decisions are influenced by a range of economic, physical, social and psychological factors and these decisions can change daily.

Initial community consultation has demonstrated that our community members have differing needs and wants when it comes to how they travel now and into the future. They want the freedom to choose from a range of options to meet their daily travel needs.

### **POLICY 2.1**

**Ensure meaningful engagement with the community and involve the community and stakeholders in all transport projects**

Ensure that all transport projects include best practice community and stakeholder engagement during the project scoping and inception stages.

Community feedback received throughout the development of this Strategy and other work completed by Council has made it clear that our residents are engaged and informed.

As such it is important to ensure that all transport projects include significant and meaningful community and stakeholder engagement.

### **POLICY 2.2**

**Plan for all members of the community and ensure that universal design principles are embedded into all projects, policies and programs**

All projects, policies and programs should be designed to ensure universal design principles are embedded within the early stages.

Many Australians will experience a form of disability at some stage of their lives as a part of the normal human life cycle. Physical and non-physical barriers within the built environment can have a substantial impact on freedom of movement.

Council should work towards achieving a fully accessible and inclusive municipality where all residents, regardless of their ability, can reach their full potential and lead fulfilling lives by adopting a universal design approach.

Universal design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.



## CASE STUDIES

### Neighbourhood Project — CoDesign Studio

The *Neighbourhood Project* aims to help communities bring different projects to life as well as working with Local Government to help embed lasting changes that support active and inclusive neighbourhoods. The aim is to also build capacity in the community.

The first round of projects involved three councils: Hobsons Bay City Council, City of Whitehorse and Cardinia Shire Council. A variety of community-led projects have emerged from the program allowing the community to take ownership of the plan and direction of their neighbourhood projects.

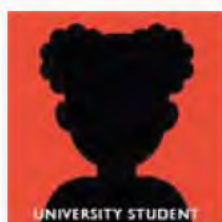
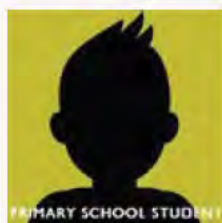
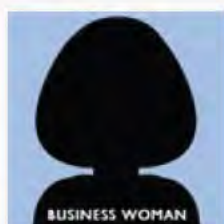
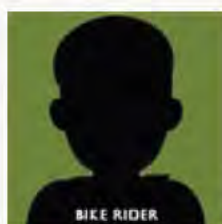
Originally developed as temporary projects, many are now being implemented permanently due to their success.

### Yarra Trams Accessibility Action Plan

Yarra Trams has led the way in developing an *Accessibility Action Plan* to adapt and improve the service delivery for all users of the network.

Yarra Trams has a vision to transform Melbourne's tram network into a modern light rail system offering world class services to all passengers. An important part of this vision is providing a network that is accessible to everyone and a positive customer experience for people with a disability or mobility restriction, and older people.

Plans include an accessible-only low floor tram fleet and increased accessible tram stops at all major destinations.





### 3.0 MOVEMENT

Glen Eira is a diverse municipality and across the City residents have significantly different levels of transport accessibility.

The northern half (built before the car) is well placed with a range of transport options (including train, tram and bus) and the CBD is within comfortable cycling distance.

The southern half has been built with a heavy reliance on cars. Train stations are further apart, there are no trams, and cycling into the CBD is not a comfortable option.

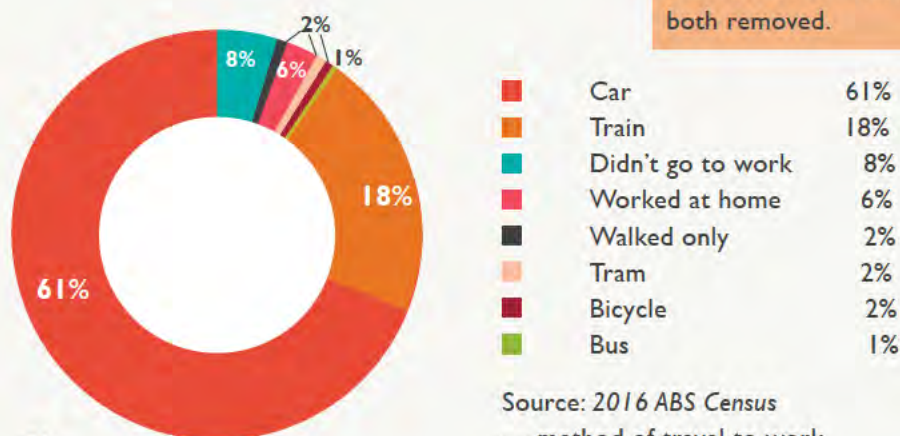
The 2016 ABS Census revealed that 61 per cent of Glen Eira residents travel to work each day by car. This has increased from 58 per cent in the 2011 ABS Census.

Identified within section 2 of this draft Strategy are four mode-based route types:

- > efficient driving routes;
- > express public transport routes;
- > safe cycling streets; and
- > great walking and shopping streets.

The prioritisation of these routes will become increasingly important as the Glen Eira population increases and with it the demand for limited road space.

Efficient, accessible and safe movement are essential to developing a great transport system.



#### POLICY 3.1

##### Advocate for improved public transport in areas that are identified as lacking options

Improved access to public transport provides a range of benefits including:

- > increased independence and mobility for the young and elderly;
- > reduction of pollution and car congestion; and
- > improved health and wellbeing outcomes.

In line with section 2 of this draft Strategy, advocate to the State Government for increased public transport provisions and service quality across the municipality.

#### POLICY 3.2

##### Advocate for the removal of the remaining level crossings

Road and rail crossings present major barriers to creating an efficient and safe transport network. The removal of these crossings provides opportunities to increase the road efficiency and also enhance the local areas with placemaking and urban renewal. Glen Eira is fortunate to have had the majority of our level crossings removed with only two remaining crossings within Glen Eira — Glenhuntly Road and Neerim Road. Council will advocate to the State Government to have these both removed.



**PILOT 3.1****Improve efficiency of existing road network on key driving routes**

It is important to recognise that the car plays an important role within the Glen Eira community and will continue for the immediate future. Council will seek to improve car-based travel on select roads by implementing some of the improvements suggested in the efficient driving routes analysis.

**PILOT 3.2****Design and implement a public transport corridor improvement project**

High quality public transport services are associated with high usage rates and are able to move more people than private vehicles. Any transport infrastructure improvement projects should be based on their ability to significantly improve journey times and ease of use.

**PILOT 3.3****Plan and design a pilot cycle corridor improvement project with a protected cycleway to encourage an increase in cycling**

While cycling and walking may not be a viable option for commuting for many of the Glen Eira residents, there are opportunities for short car trips to be swapped for walking and cycling options. It is important to provide a safe and inviting environment for cyclists of all ages and abilities to ensure that active transport is an easy and convenient part of our daily lives.

**CASE STUDIES****Punt Road Clearways**

In August 2016, VicRoads implemented 24/7 clearways along Punt Road in order to improve traffic flow along one of Melbourne's most congested roads. It was identified that parked cars contributed to high levels of congestion and were an opportunity to create an additional traffic lane.

VicRoads identified the following benefits from implementing the 24/7 clearways:

- > improved safety along Punt Road;
- > relieved congestion and got traffic flowing again outside of peak periods and on weekends; and
- > provided more reliable journeys for people commuting by bus and tram.

**Waltham Forest — Mini-Holland Program**

The Mini-Holland program, as part of the Mayor of London's Healthy Streets agenda, aims to make boroughs as cycle-friendly as their Dutch equivalents — where more than half of all journeys are via cycling. All road users will benefit from these improvements to the streets and better facilities for pedestrians. Changes include:

- > slowing down vehicles on residential streets, discouraging non-local traffic from cutting through the area and prioritising pedestrians at junctions; and
- > proposing changes such as: protected separate spaces for people to cycle in, new facilities for public transport users and new crossing points for pedestrians and cyclists.

Provisional results reveal an overall traffic reduction of 16 per cent, no reported collisions and an increase in cycle participation in adults and children.



## 4.0 PARKING

Parking is an ongoing issue across many parts of Glen Eira including activity centres, local streets and around places of interest.

Throughout the development of this Strategy, a common concern received from both traders and the community was the desire for increased activity centre-based parking.

The provision of public parking is required to support daytime shopping within our retail centres, as vehicles will remain (for the foreseeable future) as the predominant means by which our residents access goods, services, employment and recreation.

The demand for car parking within many of our activity centres is high, as shown below.

### Activity centre parking occupancy rates

Centre	4 hour peak occupancy
Carnegie	96%
Bentleigh	91%
Elsternwick	78%

#### POLICY 4.1

**Develop and implement parking overlays to contribute to the development of public parking within our centres**

As noted throughout completed parking studies, our major activity centres experience near capacity public parking occupancies. This is due to a range of factors including the rapid rate of development and land use change; and our centres becoming highly destinational attracting a significant numbers of trips from outside the local area and the municipality.

As there is a noted short-fall in public parking supply, the implementation of a parking overlay will be developed to allow financial contributions (or 'cash-in-lieu' payments) to be paid in place of providing car parking spaces. These financial contributions will then form a fund used to construct additional public parking within our centres.

#### POLICY 4.2

**Incentivise and encourage office and employment development in major activity centres by exploring the review of statutory parking requirements**

Council's Activity Centre, Housing and Local Economy Strategy identifies that employment opportunities should be focused in areas within strategic sites within major activity centres and along high quality transport corridors.

Where it is demonstrated that office parking usage is lower than the planning scheme requirements due the high level of public transport provision, explore a reduction in the statutory parking requirements for office use.

When determining appropriate parking rates, the site specific conditions of the development and the corresponding ability for the centre to adapt to an increase mode share of sustainable travel, should be taken into account.

#### POLICY 4.3

**Incentivise and encourage preferred land uses that provide night-time activity within activity centres by exploring the review of statutory parking requirements**

Community consultation has indicated that there is a want for more local shops, bars and events to open later into the evening.

The Activity Centre, Housing and Local Economy Strategy identified that vibrant night-time and weekend activity is a priority.

Where it is demonstrated a public parking availability is underutilised during the evenings, explore a reduction in the statutory parking requirements for these commercial uses.

When determining appropriate parking rates, the site-specific conditions of the development and the corresponding parking utilisation of the centre should be taken into account.



**PROJECT 4.1****Develop a municipal Parking Policy that emphasises equitable access to public parking**

The issue of residential street parking has long been a polarising one and contributes to anguish within our community. Our approach to residential parking policy will be evidence-based and designed to maximise the use of existing spaces.

Responsible and consistent provision, permit, restriction and enforcement systems will increase equity as well as certainty for residents, visitors, businesses and developers. Integrated planning will also provide opportunities to use the *Parking Policy* to encourage mode shift and promote preferred land uses.

**PILOT 4.1****Encourage efficient use and innovative management approaches to commercial parking within new developments**

By encouraging an innovative approach to activity centre-based commercial car parking, there are opportunities to provide additional public parking in areas where it is most needed.

Shared parking is a concept that takes advantage of the fact that most private parking spaces are only used part-time by a particular motorist or group. Many parking facilities have a significant portion of unused spaces, with utilisation patterns that follow predictable daily, weekly and annual cycles.

By exploring and trialing a shared parking pilot within one of Glen Eira's major activity centres, we hope to enable these parking facilities to be used more efficiently by allowing these commercial parking spaces to be shared by multiple users.

**CASE STUDIES****Auckland Council car park**

The most common form of shared parking is publicly accessible parking buildings, as provided in many CBD environments. These buildings allow parking spaces to be shared between multiple users. They may be either publicly or privately-owned but operate most effectively with some form of public sector governance.

Within suburban contexts, the multi-storey public car parking building in New Lynn, Auckland is an example of a shared parking facility, managed by a public authority within a private development.

The project was instigated by government investment in trenching a surface railway, freeing up land previously used as a bus interchange and surface car parking. A mixed-use development was delivered by private developers incorporating a four storey 300 space public car park and 7,000m<sup>2</sup> of retail and commercial space including a health centre and a residential tower with 110 apartments.

**Atkinson Street — multi-deck car park**

The City of Monash recognised the need for extra car parks within the Oakleigh activity centre (a highly desirable retail and hospitality location), especially during peak periods when existing car parks are 100 per cent occupied.

In August 2016, the City of Monash started construction of the new multi-deck car park in Atkinson Street, Oakleigh. This \$7.5 million extension of an existing ground floor car park created a 274 space car park in the centre of Oakleigh, boosting parking in Oakleigh by 195 spaces.



## 5.0 TECHNOLOGY

Transport technologies are changing at a faster rate each year — delivering a range of opportunities and obstacles for Council to overcome.

When it comes to transport technology, Glen Eira has the opportunity to become a smart city. With the ability to utilise these new technologies and big data to increase planning performance and residents' wellbeing, we can increase our ability to respond to local, national and global challenges.

Big data includes things such as bus and rail vehicle occupancy data, real time car parking data, local weather and air quality data, traffic speed and count data from roads, and real time infrastructure condition status.

### POLICY 5.1

#### Quickly respond to changing transport technologies

In the future we will see another once in a generation paradigm shift where the transport system will:

- > realign with a stronger user-first focus;
- > need to be more flexible; and
- > quickly transform and adapt to an ever-changing technological environment.

To ensure we take advantage of these opportunities, we must respond efficiently. Council needs to proactively access new and emerging transport technologies and assess their benefits against the *Glen Eira Council and Community Plan* objectives in order to determine policy positions.

### PROJECT 5.1

#### Develop a transport data action plan to equip Council to better measure, collect and analyse transport data to guide decision making in the future

Good quality transport data is critical to planning and managing transport within our cities. It is important to document transport activity that is taking place in support of economic and social development.

As new transportation technologies emerge, innovative companies are collecting detailed, street-level data in real time on everything from traffic speeds to transit use. Most cities around the world are not equipped to measure, collect and importantly analyse this data.

The potential benefits of big data for transport planning are improved knowledge; high standards of customer service; and high quality planning.

### PILOT 5.1

#### Support and encourage electric cars

Council will support electric cars within the municipality. The benefits of transitioning to electric cars include:

- > zero emissions;
- > reduction in noise; and
- > low maintenance.

Council will explore opportunities to take the lead on electric cars. This could include:

- > piloting electric cars as part of the Council fleet; and
- > providing charging stations at Council offices.



## CASE STUDIES

### Dockless bike share

Dockless bike share is a new business model that allows people to access a fleet of bikes through a smartphone app. Bikes can be used for return or one-way trips and don't have to be returned to a docking station.

### Mobility as a service

Describes a shift away from personally owned modes of transportation and towards mobility solutions that are consumed as a service.

This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account.

### SharedStreets

SharedStreets is a collaboration between National Association of City Transportation Officials, the World Resources Institute, and the Organisation for Economic Co-operation and Development's *International Transport Forum*. Together they are developing a digital commons for streets — a universal language for communicating information about city streets and a launching pad for public-private collaboration and data exchange.

This will include:

- > road safety data;
- > real time parking and congestion data; and
- > integrated public transport scheduling.

### Strava Metro

Strava is a GPS-based activity tracking app that lets users track their travels, workouts, bike commutes, and steps. It also has a division called Strava Metro that gathers the anonymised data from millions of bike rides and uses it to find patterns on how, when and where people ride.

It is now sharing that data with transportation departments in cities around the world, with the goal of improving street infrastructure.

Strava Metro data enables deep analysis of cyclist and pedestrian activity including popular or avoided routes, peak commute times, intersection wait times, and origin/destination zones. Metro processes this data for compatibility with geographic information system (GIS) environments.

Key features include:

- > street activity counts across the entire network;
- > origin and destination surveys; and
- > activity counts and wait times at intersections.



## CONTACT

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City Futures  
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Caulfield South VIC 3162

**ITEM 9.2      319-321 HAWTHORN ROAD, CAULFIELD****Author:**      *Paul Wood, Manager Town Planning***File No:**      *GE/PP-30899/2017***Attachments:**   *Advertised plans***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Use of land for the purpose of shared housing
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Clause 52.23 (Shared Housing) Clause 22.07 - Housing Diversity Area Policy (Tram Routes)
<b>APPLICANT</b>	Ari Pitatzis
<b>PLANNING SCHEME CONTROLS</b>	General Residential Zone Schedule 1
<b>OBJECTIONS</b>	71

**RECOMMENDATION**

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP-30899/2017 at 319-321 Hawthorn Road, Caulfield in accordance with the following conditions/grounds:

1. Before the use authorised under this permit commences, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the



Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as Elevations and Floorplans stamped received 23/10/2017, prepared by Cultured House and Building Designs) but modified to show:

- (a) A Landscape Plan in accordance with Condition 2;
- (b) Details of all waste storage locations, to scale, in a suitably screened location to the satisfaction of the Responsible Authority;
- (c) Delineation of car parking spaces in accordance with the design standards of Clause 52.06 of the Glen Eira Planning Scheme.

When approved, the plans will be endorsed and will then form part of this Permit.

2. Before the use authorised under this permit commences, a detailed Landscape Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:
  - (a) All existing retained vegetation to be identified.
  - (b) Buildings and trees (including botanical names) on neighbouring properties within 3 metres of the boundary.
  - (c) A planting schedule of all existing and proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways
  - (d) Landscaping and planting within all open space areas of the site
  - (e) Details of any hard landscaping, such as driveways/pathways.

All species selected must be to the satisfaction of the Responsible Authority

3. The layout and description of the use(s) as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required
4. This Permit will expire if:
  - The use does not start within two (2) years from the date of this Permit; or
  - The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

5. Before the use authorised under this permit commences, the permit holder must prepare and have approved in writing by the Responsible Authority a Site Management Plan. This plan must include the following items:

- (a) Details of a primary Site Manager Contact, inclusive of contact number, who can be contacted 24 hours a day in the event of issue;
- (b) Details of site management protocols, to ensure the safe operation of the use;
- (c) Details of measures to be put in place to ensure no adverse impacts upon the amenity of residents or neighbouring occupiers;
- (d) Any other site management measures, as applicable;

Once approved the plan will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

6. The amenity of the area must not be adversely affected by the use or development as a result of the:

- (a) transport of materials, waste, goods or commodities to or from the land; and/or
- (b) appearance of any building, works, stored goods or materials; and/or
- (c) emission of noise, artificial light, smell, waste products; and/or

in any other way, to the satisfaction of the Responsible Authority

7. Before the use authorised under this permit commences, the permit holder must prepare and have approved in writing by the Responsible Authority a Waste Management Plan (WMP) for the site with respect to the collection and disposal of waste, recyclables, and hard waste associated with the proposed uses on the site to the satisfaction of the Responsible Authority. The WMP must provide for the following:

- (a) The collection of waste associated with the uses on the land, including the provision of waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority.
- (b) Designation of methods of storage and removal for hard waste collection including the need to provide for private services or utilisation of council services. If Council waste collection is utilised for hard waste, management measures for the storage of waste on-site until collection times is to be provided to the satisfaction of the Responsible Authority.
- (c) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
- (d) Details for best practice waste management once operating.

Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

8. Adequate provision must be made for the storage and collection of garbage, bottles and other solid wastes in bins or receptacles, to the satisfaction of the Responsible

Authority.

All bins and receptacles used for the storage and collection of garbage, bottles and other solid wastes must be kept in a storage area screened from view, to the satisfaction of the Responsible Authority.

All bins and receptacles must be maintained in a clean and tidy condition and free from offensive odour, to the satisfaction of the Responsible Authority

9. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed and maintained to the satisfaction of the Responsible Authority
10. The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority

**Notes:**

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit
- C. Residents of the buildings containing the use allowed under this permit will not be issued Residential Parking Permits (including visitor parking permits).
- D. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- E. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals
- F. The use of the land may require approval by, and/or registration with, Council's Environmental Health Department under the provisions of the *Food Act 1984*, *Health Act 1958* and/or *Tobacco Act 1996* (as amended).



## BACKGROUND

Prior to lodging this planning application in July 2017, there have been a number of inspections to the land and planning enforcement enquiries made to Council.

The first enquiry was made in July 2005 and related to 319 Hawthorn Road. Council's Planning Enforcement Officers inspected the site and advised that as there were more than 10 habitable rooms, a planning permit was required for use as shared housing.

Further inspections were carried out by Council and as the owner had carried out internal works, it was determined that the site no longer required planning permission, as it had less than 10 habitable rooms.

In 2013, a complaint was received by Council Planning Enforcement Department about the use of 321 Hawthorn Road. The complaint related to the number of vehicles attending the property. Investigations were carried out and as there was no breach of the planning scheme, no further action was required.

At this time, Council's building records reflected that both properties had been issued with building permits for the change of use from a Class 1a to a Class 1b rooming house. The approved plans reflected that each building didn't exceed 300m<sup>2</sup> and had no more than 10 habitable rooms.

In 2017, Council's Environmental Health Department and Building Departments conducted routine inspections of the property to ensure they meet the safety and health standards. The inspection revealed that alterations within the building footprint had occurred which were not consistent with the approved building permits. These changes also meant that a planning permit would now be required given that there are more than 10 habitable rooms.

During this inspection, the officers observed that a verandah had been converted into a bedroom at 319 Hawthorn Road and essential safety measures had not been maintained in both buildings. Council's Municipal Building Surveyor issued the owner a building notice and building order to demolish the bedroom and maintain the essential safety measures in both buildings.

The owner has since reinstated the rear verandah to its original state and submitted documents to Council which reflect that the essential safety measures within the building are currently maintained.

As such, Council's records suggested that the use has either operated lawfully in the past, or where it was identified that a planning permit was required or required to achieve building compliance, was brought into a state that no longer required permission.

The proposal however now seeks to increase the number of habitable rooms such that a planning permit is now required for the Use as Shared Accommodation.

## ISSUES AND DISCUSSION

- Zoning and policy context
- Neighbourhood character
- Amenity impacts
- Landscaping
- Internal amenity
- Car parking and traffic
- Objectors' concerns

Proposal

- The application seeks permission to use the two former residential dwellings at 319 & 321 Hawthorn Road as Shared Accommodation properties, with each dwelling housing ten bedrooms.

Objectors' concerns

- Neighbourhood character
- Unsightly Appearance of dwellings
- Traffic and car parking
- Amenity Impacts – Noise Disruption
- Amenity Impacts – Safety
- Amenity Impacts – Waste
- Amenity Impacts – Criminal Damage
- Crime – Violence
- Crime – Drug Use
- Cumulative impact of occupancy numbers
- Lack of site management

Referrals

## Building Department

- No objections, confirmation provided that the works have been updated to be in accordance with building requirements.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource and asset management implications.

**POLICY AND LEGISLATIVE IMPLICATIONS**Zoning and policy context

The site is located within the General Residential Zone, which facilitates development of up to and including three storeys. In relation to the proposed use, the applicable policies are Clause 52.23 (Shared Housing), Clause 16 (Housing), and the decision guidelines of Clause 65 of the Glen Eira Planning Scheme.

Clause 16 provides general objectives in relation to the provision of housing in the municipality, with the overall objective of promoting a housing market that meets community needs. Furthermore, the policy indicates a strategy to ensure that the planning system supports the appropriate quantity, quality, and type of housing, including the provision of aged care facilities, supported accommodation for people with disability, rooming houses, student accommodation and social housing. It is considered, therefore, that the policy provides broad support for the provision of rooming houses such as the subject application.

Clause 16 does not provide further requirements in relation to the provision of such housing, in terms of design requirements or consideration of neighbouring amenity impacts.

Clause 52.23 details the permit requirements for such uses, and confirms the permit need for the proposed use. No additional decision requirements are indicated. It is noted that a permit

is not required where there are less than 10 habitable rooms.

Clause 65 of the Planning Scheme highlights the key decision-making criteria in relation to planning applications. In relation to the subject site, these criteria include the purpose of the zone, the orderly planning of the area, and the effect on the amenity of the area. Clause 65 also identifies that decision making processes must also consider the requirements of Section 60 of the Planning and Environment Act 1987.

Section 60 includes the following areas of consideration:

- Any significant social effects and economic effects which the responsible authority considers the use or development may have.

This Section of the Act also indicates that Council must have regard to the number of objections received in relation to assessing the potential social impacts of a proposal. In this instance, there were 56 objections, representing a high proportion of local residential properties.

#### Neighbourhood character

It is noted that the site has previously been subject to a series of alterations and additions, including the construction of a large building (currently comprising a number of bedrooms) at the rear of number 319 Hawthorn Road, and the alteration of the garage of number 321 Hawthorn Road to form an additional room.

That notwithstanding, no building alterations are proposed as a result of the Permit Application, and therefore there will be no alteration to the established hierarchy of built forms.

#### Amenity impacts

Following advertising of the application, 56 objections were received, in which a number of amenity impacts and associated concerns were detailed. As the use is classified as "residential", it is not considered that the use itself can be considered to be unacceptable in amenity terms.

The objections detailed a series of concerns in relation to noise disruption, amenity harm as a result of waste management, and the fear of crime and illegal activities.

The presumption of illegal activity is not something which can be considered or controlled within the Planning Process, and that these matters must be addressed by the appropriate authorities. It is, however, also noted that a number of the objections have cited incidents in which there has been harm to residents of the building, and disturbance to neighbouring residents.

A condition of permit has been recommended to increase the level of site supervision and management to enable the efficient operation of the Shared Accommodation. A Site Management Plan is recommended as a condition of permit. A Waste Management Plan is also recommended, which will assist the issue of dumping of waste materials within the wider built environment, and ensure a more appropriate means of collection.

#### Landscaping

Whilst no building alterations are proposed which would have an impact upon neighbourhood character, it is noted that both properties feature large front setbacks which have at times



been used for car parking. It is also noted that these areas have been utilised for the storage of waste, which results in a detrimental impact upon neighbourhood character.

To address this potential, conditions have been recommended requiring the submission of a landscape plan (with associated conditions requiring ongoing maintenance of this landscaping), and a requirement for waste storage areas to be adequately screened and maintained.

It is considered that these changes, whilst minor, will ensure that the property frontages can provide a positive contribution to neighbourhood character, and will enable the provision of a more formal and appropriate arrangement of facilities to the amenity benefit of residents and neighbours.

#### Internal amenity

The internal layout of the rooms is considered to provide suitable level of amenity.

#### Car Parking and Traffic

The use does not have a standard parking “requirement” under the Planning Scheme. The use of the site and the spatial location in close proximity to a tram route affords support for a reduction in the provision of spaces on-site. The applicant has indicated a provision of two parking spaces on each dwelling, which is considered an appropriate response.

To ensure that these spaces are adequately provided, a condition of permit has been recommended to delineate these spaces on plans for endorsement, with car parking areas to be designed in accordance with the applicable standards of Clause 52.06 (Parking Standards) of the Glen Eira Planning Scheme.

#### Management Plan Requirements

Several objections have indicated problems as a result of waste being left out on site, or on the nature strips surrounding the properties, which has then generated an impact upon amenity, contrary to the decision guideline requirements detailed above. As mentioned, this can be addressed by adequate management arrangements for waste (including hard waste).

It is also noted that there have previously been activities on site which have resulted in disruption to neighbouring residents. To ensure that the site is operated in a safe and responsible manner, for the benefit of residents and neighbours alike, a Site Management Plan has been recommended, including a defined point of contact for any queries or issues.

#### Other matters

It is noted that the use proposed will constitute an intensification of a more conventional single-dwelling use which is as-of-right where there are less than 10 habitable rooms. It is understood that this is how the premises has been operated historically. The application now seeks approval to increase the number of habitable rooms in each of the building to ten, however it is not considered that this alteration would warrant a refusal of permit, and it is considered that subject to conditions recommended to be included as part of this recommendation, measures can be put in place to ensure that the impact is limited to the surrounding area.

#### Significant social and economic effects

Under Section 60(1)(f) of the Planning and Environment Act 1987, the Responsible Authority must now consider any significant social and economic effects a use or development may have when deciding on a planning application.

The Supreme Court's decision in *Stonnington City Council v Lend Lease Apartments (Armadale) Pty Ltd* [2013] VSC 505 (Stonnington v Lend Lease) provides guidance on what can be considered under this section of the Act for there to be a significant social or economic effect. This includes the following:

- The mere evidence of opposition to a permit application by a section of the public is not, in and of itself, evidence of a significant social effect for the purposes of s 60(1)(f)
- the number of objections to a permit application is only likely to be relevant for the purposes of s 60(1)(f) where it is identified as being linked to a significant social effect resulting from the proposal
- the significance of any social or economic effects must, for the purposes of the Act, be assessed by reference to a larger community or geographic area than the municipal district
- for the purpose of clause 15, community aspirations cannot be established by objections per se, even if there are many of them
- 'the community' referred to in clause 15 means something broader than the local community
- community aspirations are most likely to be found in local policies and other provisions in the Planning Scheme.

With consideration to the guidance from *Stonnington v Lend Lease*, while the objections are numerous, they relate to an aspect of a localised community, which has largely expressed the same concerns about the acceptability of the use regardless of whether it operates "as-of-right", or as proposed where it would need of a permit. As such, it cannot be said that the proposal would represent a significant social or economic impact in the context of Section 60(1)(f) of the Planning and Environment Act 1987.

## COMMUNICATION AND ENGAGEMENT

### 1. Public Notice (Statutory)

- 31 properties notified
- 75 notices sent (owners and occupiers)
- 2 signs erected on site
- 71 objections received

### 2. Planning Conference (Non Statutory)

The Conference, chaired by Cr Delahunty, provided a forum where all interested parties could elaborate on their respective views. Objectors mainly emphasised their original reasons for objection. It is considered that the main issues arising from the discussions were:

- Crime
- Amenity Impacts (Neighbouring Residents)
- Amenity Impacts (Site occupants)
- Parking
- Neighbourhood Character
- Neighbourhood Safety
- Lack of defined planning requirements within Policy
- Lack of site management/Council controls

Undertakings by the Applicant

There were no undertakings made by the applicant at the Planning Conference.

**LINK TO COUNCIL PLAN**

Liveable and Well Designed:

A well planned City that is a great place to live.

**OFFICER DECLARATION OF CONFLICT OF INTEREST**

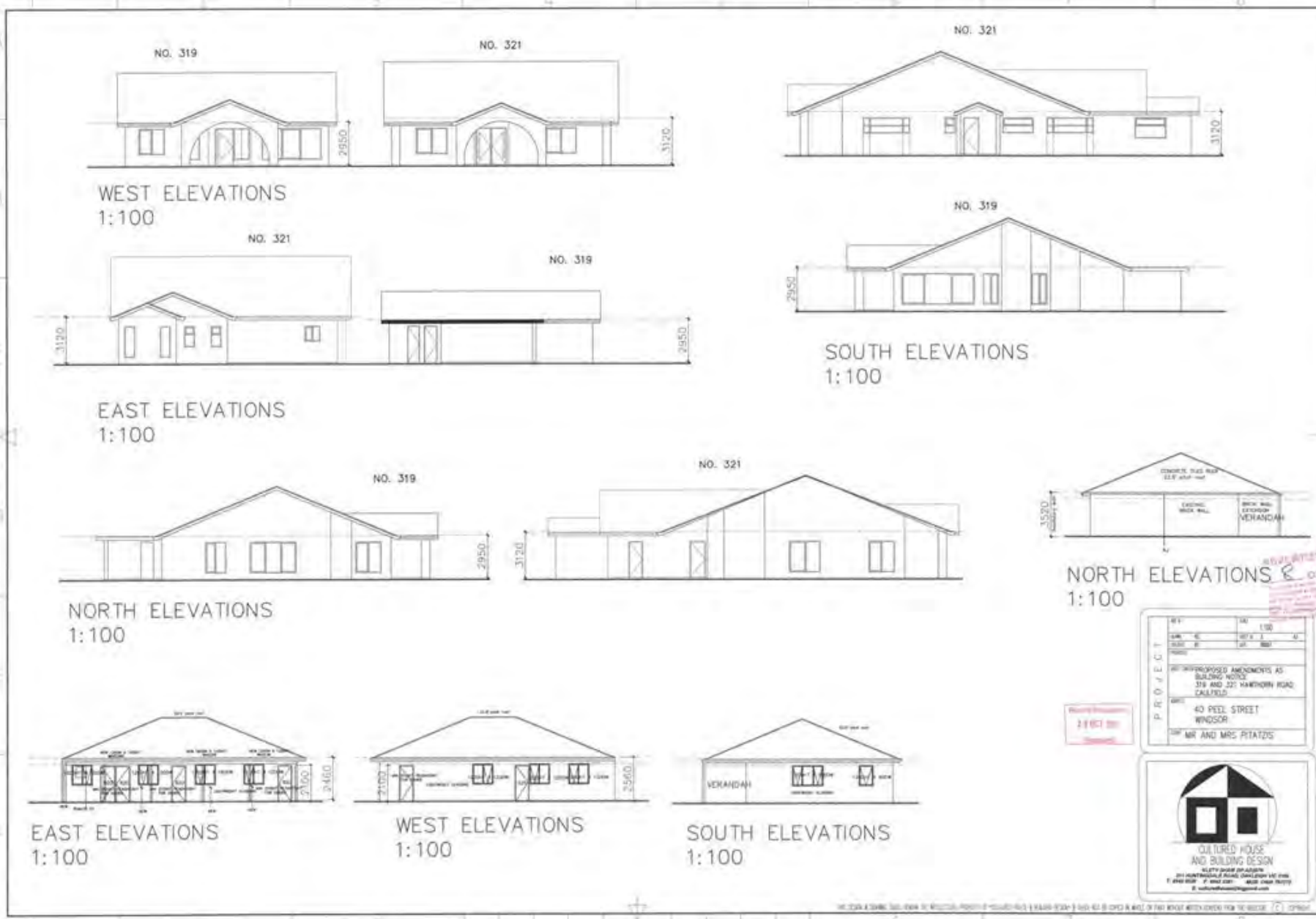
No officers involved in the preparation of this report have any direct or indirect interest in this matter.

**CONCLUSION**

That a Notice of Decision to Grant a Planning Permit be issued.







**ITEM 9.3        442-452 NORTH ROAD, ORMOND****Author:**        *Paul Wood, Manager Town Planning***File No:**        *GE/PP-31194/2017***Attachments:**   *Advertised plans and Clause 58 table***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Buildings and works associated with a six storey mixed use building and a reduction of car parking requirements
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Ormond Neighbourhood Centre
<b>APPLICANT</b>	North Road Ormond Pty Ltd C/- Tract Consultants Pty Ltd
<b>PLANNING SCHEME CONTROLS</b>	Commercial 1 Zone Housing Diversity Area (Ormond Neighbourhood Centre)
<b>OBJECTIONS</b>	5



**RECOMMENDATION**

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP-31194/2017 at 442-452 North Road, Ormond in accordance with the following conditions/grounds:

1. Before the commencement of the development and use, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as TP-090 Rev 2, TP-091 Rev.2, TP-100 Rev.2, TP-101 Rev.2, TP-102 Rev.2, TP-103 Rev.2, TP-104 Rev.2, TP-105 Rev.2, TP-200 Rev.2, TP-201 Rev.2, TP-202 Rev.2, TP-203 Rev.2, TP-300 Rev.2, TP-301 Rev.2 dated November 17 prepared by Peddle Thorp) but modified to show:
  - (a) The provision of an additional 14 car spaces to be allocated for the retail use (achieving a total of 29 for the retail use);
  - (b) A Landscape Plan in accordance with Condition 15;
  - (c) The southern setback (including balcony) of Apartment 107 increased by 1 metre. Any consequential alterations are to be absorbed within the remaining building envelope;
  - (d) The southern setback (including balcony) of Apartment 207 increased by 1 metre. Any consequential alterations are to be absorbed within the remaining building envelope;
  - (e) The southern setbacks of Apartments 306 and 307 (including balconies) increased to 3 metres. Any consequential changes are to be absorbed within the remaining building envelope to the satisfaction of the Responsible Authority;
  - (f) The loading bay/waste collection area redesigned/relocated to the satisfaction of the Responsible Authority. Plans are to be accompanied by swept-path diagrams clearly demonstrating the safe operation of the area;
  - (g) Provision of a 3 metre by 3 metre corner splay in the north-western corner of the site. Any consequential changes are to be absorbed within the remaining building envelope to the satisfaction of the Responsible Authority;
  - (h) Provision of a 2.5 metre by 2.5 metre corner splay in the south-western corner of the site to provide improved sightlines. A notation is to be added to the plans that this area is to be clear of any objects greater than 600mm in height. Any consequential alterations are to be absorbed within the remaining building envelope;
  - (i) Pedestrian sight triangles measuring 2 metres along the property line by 2.5 metres along the accessway edge provided on both sides of the accessway from Wheatley Road. A notation is to be added to the plans that these areas are to be clear of any objects greater than 600mm in height;
  - (j) All car parking spaces provided and clearly dimensioned in accordance with the specific design requirements of Clause 52.06 of the Glen Eira Planning Scheme (including grades as applicable);

- (k) All car parking spaces clearly allocated to particular uses (i.e. residential dwellings, residential visitors, retail), with the 7 residential visitor spaces and retail spaces provided at the entrance to the basement car park in close proximity to the lift;
- (l) All columns within the basement car park located no less than 250mm and extending no more than 1.25 metres from the car park aisle. Columns should be clearly dimensioned on the plans in accordance with Diagram 1 of Clause 52.06 of the Glen Eira Planning Scheme;
- (m) The apex of the basement ramp to be at least 100mm above the boundary of the footpath/street building line, with the inclusion of a gated trench for drainage at the start of the entrance ramp, to the satisfaction of the Responsible Authority;
- (n) Car spaces B1.01, B2.01, and B2.02 increased in width by 300mm (or an additional 300mm of clearance provided) in accordance with Clause 52.06, as a result of columns located half way along spaces;
- (o) Solid walls along each of the basement ramps reduced to no greater than 900mm in height for at least the first two metres from the bottom of the basement floors to provide sufficient sightlines for motorists;
- (p) A minimum height clearance of 2.1 metres provided at the entrance to the basement car park, and above other accessway ramps within the basement. Clearance is required to be measured as per Fig 5.3 of AS2890.1:2004;
- (q) Introduction of an intercom system on the northern side of the accessway ramp, set back 3 metres from the footpath;
- (r) Pedestrian access within the car park areas to be at least 1 metre in width. Dimensions of pedestrian paths are to be annotated on the plans;
- (s) All plans dimensioned accordingly to demonstrate DDA compliant pedestrian access, as applicable;
- (t) Visitor bicycle spaces provided near the entrance lobby area, or adjacent to retail components;
- (u) A minimum of 20% of resident and staff bicycle spaces provided as horizontal spaces (i.e. bicycle loops) in accordance with AS2890.3; with the design and layout of all bicycle spaces in accordance with Clause 52.34 of the Glen Eira Planning Scheme, AS2890.3, or the 'Bicycle Parking Handbook' by Bicycle Victoria, and be clearly annotated and dimensioned on the plans.

When approved, the plans will be endorsed and will then form part of this Permit.

2. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required.

3. This Permit will expire if:

- The development and use does not start within two (2) years from the date of this Permit; or
- The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

4. Disabled access to the building must be provided to the satisfaction of the Responsible Authority.

All work carried out to provide disabled access must be constructed in accordance with in AS 1428.1 to the satisfaction of the Responsible Authority

5. Prior to the commencement of the development, a schedule of construction materials, external finishes and colours (incorporating paint samples if applicable) must be submitted to, and approved by, the Responsible Authority. When approved, the schedule will be endorsed and will form part of the permit.

6. The amenity of the area must not be adversely affected by the use or development as a result of the:

- (a) transport of materials, goods or commodities to or from the land; and/or
- (b) appearance of any building, works, stored goods or materials; and/or
- (c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; and/or

in any other way, to the satisfaction of the Responsible Authority

7. Adequate provision must be made for the storage and collection of garbage, bottles and other solid wastes in bins or receptacles, to the satisfaction of the Responsible Authority.

All bins and receptacles used for the storage and collection of garbage, bottles and other solid wastes must be kept in a storage area screened from view, to the satisfaction of the Responsible Authority.

All bins and receptacles must be maintained in a clean and tidy condition and free from offensive odour, to the satisfaction of the Responsible Authority

8. Provision must be made on the site for letter boxes and receptacles for newspapers to the satisfaction of the Responsible Authority.

9. Prior to the occupation of the development, the walls on the boundary of adjoining properties must be cleaned and finished in a manner to the satisfaction of the



Responsible Authority. Painted or bagged walls must be finished to a uniform standard and unpainted or unrendered walls must have all excess mortar removed.

10. Prior to the occupation of the approved development, the owner/permit holder must prepare and have approved in writing by the Responsible Authority a Waste Management Plan (WMP) for the site with respect to the collection and disposal of waste and recyclables associated with the proposed uses on the site to the satisfaction of the Responsible Authority. The WMP must provide for the following:
- (a) The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority. Commercial waste bins being placed or allowed to remain not in view of the public, and receptacles not emitting any adverse odours.
  - (b) Designation of methods of collection including the need to provide for private services or utilisation of council services. If private collection is used, this method must incorporate recycling services and must comply with the relevant EPA noise guideline relating to the time of collection.
  - (c) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
  - (d) Details for best practice waste management once operating.

Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

11. Prior to the commencement of any site works including demolition and excavation, the owner must submit a Construction Management Plan to the Responsible Authority for approval. No works including demolition and excavation are permitted to occur until the Plan has been approved in writing by the Responsible Authority. Once approved, the Construction Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority. The Plan must be to the satisfaction of the Responsible Authority and must provide details of the following:
- (a) delivery and unloading points and expected frequency;
  - (b) Truck haulage routes, circulation spaces and queuing lanes;
  - (c) Details how traffic and safe pedestrian access will be managed. These must be in the form of a Traffic Management Plan designed by a suitably qualified traffic practitioner;
  - (d) a liaison officer for contact by owners / residents and the Responsible Authority in the event of relevant queries or problems experienced;
  - (e) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (f) any requirements outlined within this permit as required by the relevant referral authorities;
  - (g) hours for construction activity in accordance with any other condition of this permit;
  - (h) measures to control noise, dust, water and sediment laden runoff;
  - (i) measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
  - (j) any construction lighting to be baffled to minimise intrusion on adjoining lots.

12. No plant, equipment, services and substations other than those shown on the endorsed plans are permitted without the prior written consent of the Responsible Authority
13. Privacy screens must be in accordance with the endorsed plans and must be installed prior to the occupation of the development. The privacy screens must be maintained to the satisfaction of the Responsible Authority
14. The location of any substation/services/metres to be clearly shown on the plans (to have limited visibility from the streetscape) and in a location to the satisfaction of the Responsible Authority. Any on-site substation must not be located in the front setbacks and must not reduce any open space for each apartment.
15. Before the commencement of buildings and works, a detailed Landscape Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:
  - (a) All existing retained vegetation to be identified.
  - (b) Buildings and trees (including botanical names) on neighbouring properties within 3 metres of the boundary.
  - (c) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways.
  - (d) Landscaping and planting within all open space areas of the site.
  - (e) Details of any tree planting (greater than 2 metres tall when planted) within the communal area on the second floor of the property, including any maintenance/planting measures as applicable
  - (f) Provision of planting (such as planter boxes or comparable measures) within the foyer/lobby entrance area to Wheatley Road.

All species selected must be to the satisfaction of the Responsible Authority

16. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed and maintained to the satisfaction of the Responsible Authority
17. The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority
18. The proposed works must not cause any damage to the canopy, roots or the Tree Protection Zone of the existing street trees
19. Prior to the commencement of the buildings and works (including demolition), a tree protection fence must be erected around the street tree at a radius of 2m ("Tree 1," Callery Pear, south west corner of the site), 2m ("Tree 2, " Callery Pear, north west corner of the site), 2m ("Tree 3," Crepe Myrtle, north east corner of site) measured from the base of the trunk to define a 'tree protection zone'. Temporary fencing is to be used as per AS 4870-2009 section 4.3. This fence must be constructed of star pickets and chain mesh (or similar) to the satisfaction of the Responsible Authority. The tree protection fence must remain in place until the construction within the tree protection zone is completed. The tree protection zone for that component of the development not required for construction must remain fenced until construction is complete. No vehicular or pedestrian access, trenching or soil excavation is to occur

within the tree protection zone. No storage or dumping of tools, equipment or waste is to occur within the tree protection zone

20. The ground surface of the tree protection zone must be covered by a protective 100mm deep layer of mulch prior to the development commencing and be watered regularly to the satisfaction of the Responsible Authority.

Above ground canopy TPZ (Tree Protection Zone) to be adopted. No works, structures or machinery will come within 1m of the trees crown/canopy as per AS 4870-2009 section 3.3.6.

Tree Protection Zone (TPZ) fencing must be adopted to protect the street tree's trunk. Set at edge of TPZ on all sides (Finishing at paved surfaces). Temporary fencing to be used as per AS 4870-2009 section 4.3.

Hand excavate any area within 1.5m of the Tree Protection Zone (TPZ). If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.

Ground protection is to be used if temporary access for machinery is required within the Tree Protection Zone (TPZ). Strapped rumble boards are to be used within TPZ to limit ground compaction as per AS 4870-2009 section 4.5.3.

21. No excavation is to come within 1.5m of any of the existing street trees (measured from the centre of the trunk) without the prior consent of the Responsible Authority. Any excavation within 1.5m of the tree protection zones must be hand excavated. If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.

Ground protection is to be used if temporary access for machinery is required within the TPZ (Tree Protection Zone). Strapped rumble boards are to be used within the tree protection zone to limit ground compaction as per AS 4870-2009 section 4.5.3.

22. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:

- (a) constructed;
- (b) properly formed to such levels that they can be used in accordance with the plans;
- (c) surfaced with an all-weather sealcoat;
- (d) drained;
- (e) line-marked to indicate each car space and all access lanes;
- (f) clearly marked to show the direction of traffic along the access lanes and driveways;

to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose.

23. A sign, to the satisfaction of the Responsible Authority, must be provided directing drivers to the area(s) set aside for car parking and must be located and maintained to the satisfaction of the Responsible Authority. The area of the sign must not exceed 0.3 square metres



24. Vehicular crossing(s) must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority.
25. The car parking allocation for the approved development must be:
  - Not less than one (1) car space per one or two bedroom dwelling;
  - Not less than two (2) car spaces per three (3) or more bedroom dwelling;
  - Visitor spaces (7) marked accordingly; and
  - Retail spaces (29) marked accordingly.
26. The loading and unloading of goods from vehicles must only be carried out on the subject land within the designated loading bay, as detailed on the endorsed plans, and must be conducted in a manner which does not cause any interference with the circulation and parking of vehicles on the land.
27. All disused or redundant vehicle crossings must be removed and the area re-instated with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority.
28. During the construction of the buildings and works allowed by this permit, the laneway(s) adjacent to the subject land must be kept free of parked or standing vehicles or any other obstruction, including building materials, equipment etc. so as to maintain free vehicular passage to abutting benefiting properties at all times, unless with the written consent of the Responsible Authority.
29. Prior to the commencement of any works an Integrated Traffic, Car Parking and Pedestrian Management Plan for the site and its integration with the surrounding area must be prepared by the applicant and approved by the Responsible Authority and must include a response to the following:
  - Car Parking Management
  - Traffic Management
  - Loading Area Management (including hours of deliveries)
  - Pedestrian Access Management (for retail and residential components)

The Plan must be to the satisfaction of the Responsible Authority. When approved the Plan will form part of this permit and must be complied with, to the satisfaction of the Responsible Authority, to the extent that this is in the control of the owner of the land.

The applicant must submit for approval any corresponding changes to the layout of the development on the endorsed plan/s to correspond with the approval of this management plan.

The owner of the land is to be responsible for all costs associated with any works to be undertaken (including those external to the site if agreed to by public land owners) in accordance with the requirements of the Integrated Traffic, Car Parking and Pedestrian Management Plan.

Following any amendments to the land uses and/or layout of the development approved by the Responsible Authority which may impact on the Integrated Traffic, Car Parking and Pedestrian Management Plan, the applicant must submit for

approval an amended Integrated Traffic, Car Parking and Pedestrian Management Plan within 28 days from the date of any amendments to the endorsed plans.

30. Prior to the completion of the basement floor construction, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement floor has been constructed generally in accordance with the endorsed plans (prior to the construction of the levels above being commenced.)
31. Prior to the completion of the ramp to the basement, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement ramp has been constructed generally in accordance with the endorsed plans.
32. Residents of the development, and staff associated with the retail uses, will not be eligible for Residential Parking Permits. It is the responsibility of the Permit Holder/Building Manager to inform occupants/purchasers of the conditions of the Planning Permit.
33. Prior to the occupation of the approved development, a permanent sign must be erected by the applicable planning permit holder in a prominent position in the car park and in any foyer/s stating that "Residents of this development will not be issued Residential Parking Permits (including visitor parking permits)". The sign must measure approximately 0.2 square metres in area, to the satisfaction of the Responsible Authority.
34. Written confirmation from a suitably qualified Traffic Engineer demonstrating that the basement layout and vehicle access complies with Clause 52.06 of the Glen Eira Planning Scheme.

**Notes:**

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit
- C. This Planning Permit represents the Planning approval for the development of the land. Side and rear boundary fences do not form part of this Planning approval. The approval for building on a "title boundary" enables the building to be sited precisely on the boundary (as determined by a licensed land surveyor) or within 200mm of the title boundary as per the definition in Clause 55.04-2 of the Glen Eira Planning Scheme. All matters relating to the boundary fences shall be in accordance with the provisions of the Fences Act 1968, i.e. Council will not deliberate on which option prevails but rather the permit holder and adjoining owners will need to cooperatively resolve which of the above outcomes is mutually acceptable.

- D. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal
- E. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals
- F. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department
- G. The proposed development abuts a Right of Way that was constructed for commercial purposes. Commercial uses still utilise the Right of Way therefore residents of the development should not expect the same access opportunities as a typical local street
- H. Consideration is required when installing domestic services (i.e – air conditioning units, heaters, pool pumps, water tanks and the like). The owner/occupier/permit holder/developer must take all reasonable and practicable measures in locating domestic services in position that reduce any amenity impact on adjoining properties. This includes selecting an appropriate installation position and enclosing the domestic service. Further information regarding noise from domestic services can be found in the Environmental Protection Act 1970
- I. No net increase in peak stormwater runoff is to occur to the Council drainage network. Post development peak storm water discharge to the Council drainage network must be maintained to the predevelopment level for 10 year ARI. Detailed plans and computations prepared by a registered consulting Civil Engineer should be submitted to Council Infrastructure Assets Department for approval prior any construction works
- J. Engineering Services encourage the use of rainwater tanks for storage and reuse for toilet and irrigation purposes and/or stormwater detention systems.
- K. Drainage associated with basement construction (seepage and agricultural waters are to be filtered to rain water clarity) must be discharged to the nearest Council Drain /Pit and not be discharged to the kerb and channel.
- L. All stormwater runoff must be connected to Council underground drainage network. No uncontrolled stormwater discharge is to occur to adjoining properties and footpaths
- M. Any firefighting equipment for the building shall be accommodated within the title boundary. Firefighting facility as required under the Building Act/Regulation shall be located within the subject land and not in the Council Road Reserve.
- N. Prior to the commencement of any building works, the construction of the proposed crossing, or connection to drainage infrastructure, all relevant permits must be obtained from Council Engineering Services.



**ISSUES AND DISCUSSION**

- Zoning and policy context
- Neighbourhood character
- Height, scale and massing
- Amenity impacts
- Landscaping
- Internal amenity
- Car parking and traffic
- Objectors' concerns

Proposal

- Demolition of existing buildings
- Construction of a six storey building comprising 39 dwellings (33 two bedroom, 6 three bedroom)
- Two levels of basement car parking
- 900m<sup>2</sup> of retail use at ground floor level
- New access from Wheatley Road
- Reduction in the vehicle parking requirement (21 spaces in association with commercial uses)
- Maximum overall building height of approximately 23 metres
- Site coverage of 100%

Objectors' concerns

- Impact upon neighbourhood character
- Traffic and car parking impacts
- Excessive height, bulk, and massing
- Overlooking
- Overshadowing/loss of light
- Inadequate transition to properties to the south
- Insufficient planting opportunities
- Laneway access for loading/waste inappropriate
- Impact upon property value

Referrals*Transport Planning*

- No objections. Conditions requested on any subsequent permit in relation to compliance with design standards. Considered that waiver of customer parking for the retail component is inappropriate for the scale of development proposed.

*Asset Engineering*

- No objections. Condition requested to ensure that basement design is resolved to minimise flooding risk. Notations required in relation to drainage requirements upon the development.

*Parks Services*

- No objection subject to standard tree protection conditions.

*Vic Roads*

- No objection to the proposal, no conditions requested.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

N/A

**POLICY AND LEGISLATIVE IMPLICATIONS**Zoning and policy context

The site is located within the Commercial 1 Zone, which seeks to provide for residential uses at densities complementary to the role and scale of the commercial centre, with the intent of creating vibrant mixed use areas featuring a combination of retail, office, business, entertainment and community uses. It is considered that the proposed combination of uses, with residential properties located above a substantial area of commercial use is in accordance with the intent and objective of the zone.

The subject site is located on the western boundary of the Ormond Neighbourhood Centre within the Housing Diversity Area Policy. The objectives of this policy include encouraging housing diversity in preferred strategic locations with good access to public transport, commercial areas, and community and recreational facilities.

The policy also details general requirements of development of increased density, highlighting the need to ensure that density, mass and scale of development is appropriate to the location of development sites, and is responsive to the surrounding built environment, and the nature of neighbouring residential uses.

Neighbourhood Centres are identified as locations which provide significant opportunities for housing diversity, but this is tempered by the recognition that this is to be at a reduced density in comparison to other strategic areas within Glen Eira. Within commercial areas, the policy further elaborates upon the general requirements, making reference to key design components sought within developments of the nature proposed.

It is considered that the proposal is a suitable response to requirements, focusing the scale of residential development towards North Road, providing a clear pedestrian and residential entry component, and ensuring that the retail component provides an active frontage at ground floor level as it addresses North Road.

In addition, the built form features a series of “stepped” elements towards the rear to provide a degree of transition to the residential properties of smaller scale located to the south. The height proposed is comparable to other developments which have been approved within the local environment, including the six storey development approved by VCAT on a corner site at 600-604 North Road to the east.

Neighbourhood character

There is a diverse range of built form and uses located along North Road, with a range of large-scale mixed use buildings, commercial properties, and older retail-strip style properties of reduced scale, commonly with narrow frontages and a with a residential component at upper floor levels. Further to the west is the Ormond Railway Station.

To the south and south-east of the site (along Wheatley Road and Queen Street) are more traditional residential forms, comprising primarily single dwellings on a lot, with some examples of dual occupancy development emerging in the wider environment. To the immediate south of the site there is a development from 2008, which consists of three double storey dwellings.

It is considered that the southern boundary is the most sensitive interface, noting the church building located to the immediate west of the site, the commercial properties to the east, and the separation provided by North Road to the church building immediately to the north.

The building is modern in style, and has been designed to utilise the corner position of the lot to focus the bulk of the development away from the more sensitive south-eastern corner of the site, and employs setbacks to ensure that a transition is achieved. It is considered that this approach is suitable and will enable the building to appear as a “gateway” structure to the neighbourhood centre, whilst providing a degree of visual separation from the residential dwellings to the south along Wheatley Road as a result of the step down in height, and the spatial separation provided by the laneway.

Whilst noting that this building will represent a contrasting element in terms of design, it is considered that this will be acceptable within the strategic context of the site, and considered that the design is of a high-quality which will enhance the North Road frontage.

It is however considered that a degree of additional separation would be beneficial to the south-eastern corner of the site, where there is an abuttal to the residential zone, and a condition of permit is recommended to increase this setback.

#### Height, scale and massing

The height of the building, measuring approximately 23 metres, will represent a significant departure from the existing arrangement of built forms. It is noted, however, that there is an emerging character of taller built forms along the North Road commercial area, of varying style and design approach.

Furthermore, it is considered that the height proposed achieves a suitable balance between the need to accommodate development in identified strategic locations and the need to be respectful of neighbouring built forms. As a result of the arrangement of levels in relation to the more sensitive south/south-east interface, it is considered that a building of this scale can be accommodated.

The upper floor setbacks enable those areas to appear recessive from the immediate built environment, and the use of the second floor area for a communal outdoor space will also create an indent which has the benefit of both reducing the impression of bulk, and reducing the potential for overshadowing and visual dominance.

It can be considered that a degree of further development is expected along the North Road frontage in the future, within the commercial zone area, and therefore it is considered that the building will perform a key role in the evolution of the Commercial area and provides a form which responds positively to the strategic intent of the Commercial 1 Zone and Housing Diversity area.

#### Amenity impacts

The building as proposed has been designed to ensure that impacts upon amenity from the increased height and density are minimised. The only additional overshadowing is of driveway areas of the properties immediately south/south-east, which is considered to be an acceptable outcome within the context of the site. This overshadowing will be further mitigated via the aforementioned condition to provide an increased setback.

It is noted that the increase in height of dwellings will raise the potential for additional overlooking; however this must be considered in relation to the appropriate State Government Better Apartment Design Standards (BADS). It is considered that the arrangement of dwellings within the site will ensure that no overlooking impacts will be realised that would warrant a refusal of the permit application.



The development, despite the scale proposed is not considered to result in adverse potential for noise impacts, subject to conditions of permit to ensure that adequate management plans are in place for the construction stages, and to ensure that any waste collection and unloading is managed in a responsible manner to limit impacts upon existing residents.

#### Landscaping

The development occupies 100% of the site footprint, with only a small open area at the ground floor to the rear of the site (proposed to be utilised as a loading bay/waste collection area, and an arrangement of at-grade car parking and bicycle spaces). The submitted plans indicate a small area of landscaping within this area, although it is not considered that this area will make a substantial contribution in terms of providing a landscaped buffer.

It is noted, however, that the position of the site with an access laneway immediately to the south, North Road to the north, Wheatley Road to the west, and an existing building immediately east significantly limits the potential for viable and significant areas of planting. It is considered, therefore, that a condition of permit is appropriate to require additional planting measures around the ground floor where possible (such as adjacent to the residential lobby), and accurate details of any other planting proposed, but considered unviable to request the inclusion of a series of canopy trees.

The proposed building contains a large communal area at second floor level, and it is considered that this offers a degree of scope for additional planting and landscaping, which will in turn improve visual interest to that level, and offer tangible amenity benefits to occupants.

#### Internal amenity

The proposed development is considered to be well proportioned in terms of dwelling size and style, with all properties afforded balconies which exceed standard requirements. The dwellings will retain a high level of accessibility, and will feature a suitable northerly aspect where possible.

An assessment against the specific requirements of the Better Apartment Design Standards is detailed later in this report.

#### Car Parking and Traffic

Council's Transport Engineering Department has indicated that they are satisfied with the provision of residential car parking, and the provision of staff parking for the retail component of the site. That notwithstanding, they have recommended an increased provision of retail parking for customers. Given the location of the site (within a Neighbourhood Centre, close to public transport), and the desirability by Council for greater commercial spaces within these centres, it is considered there should be some concession in the requirement for car parking spaces to allow for economic viability within commercial zones.

The applicant advised (at the planning conference) that if required, an additional 14 car spaces could be provided on-site (by providing an additional basement level). This will result in a total of 29 car spaces provided for the retail component which is a shortfall of only 7 spaces. This is considered a reasonable outcome and forms part of the recommendation.

A number of comments have also been detailed in relation to the design of the basement, and design-related conditions have been recommended to ensure the safe and practical operation of the basement car park. Most significantly, Transport Planning has indicated that a preferred location for the access would be from the laneway. It is considered, however, that this would raise the potential for conflict with existing laneway users, and conflict with the driveway accessibility of the residential properties to the south.

It is noted that this would also result in a modification of the rear setbacks of the building which would have consequential impacts upon design and parking provision.

It is therefore considered that the retention of the existing access location is acceptable, subject to design modifications to the basement area and the introduction of visibility splays as requested within the referral comments.

Transport Planning have also detailed that the loading bay access appears impractical, and therefore it is recommended that a condition of permit is included requiring this area to be redesigned/relocated, with any subsequent plans for endorsement to include swept-path analysis to indicate the safe operation of the space.

In regards to the number of vehicular movements along the laneway, only waste collection vehicles will be required to use the laneway for access. A private contractor has been proposed to collect the waste from the loading bay, which is accessed from the laneway. The Waste Management Plan submitted with the application states that all collection times will be compliant with the EPA guidelines. Given the laneway serves both residential and commercial properties; this is considered a reasonable outcome.

#### Management Plan Requirements

It is considered that the proposal will require the submission of a Construction Management Plan, and Car Park Management Plan. These have been recommended to be included as a Condition of Permit.

### **COMMUNICATION AND ENGAGEMENT**

#### 1. Public Notice (Statutory)

- 9 properties notified
- 18 notices sent (owners and occupiers)
- 2 signs erected on site
- 5 objections received

#### 2. Planning Conference (Non Statutory)

The Conference, chaired by Cr Esakoff, provided a forum where all interested parties could elaborate on their respective views. Objectors mainly emphasised their original reasons for objection. It is considered that the main issues arising from the discussions were:

- Car parking and traffic
- Use of trucks along the laneway
- Concerns with noise from waste collection trucks

#### Undertakings by the Applicant

- The applicant stated that if required, an additional 14 car spaces could be provided (within an additional, half sized basement level) for the retail component.

### **LINK TO COUNCIL PLAN**

Liveable and Well Designed: A well planned City that is a great place to live.

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

That a Notice of Decision to Grant a Planning Permit be issued.

## Attachment 1

## Assessment against Clause 58 of the Glen Eira Planning Scheme

	Assessment
<b>Clause 58.01</b> <b>URBAN CONTEXT REPORT AND DESIGN RESPONSE</b>	An application must be accompanied by: <ul style="list-style-type: none"> <li>• An urban context report.</li> <li>• A design response</li> </ul>

## Clause 58.02 URBAN CONTEXT

Assessment	Yes	No
<b>Clause 58.02-1</b> <b>Urban context objectives</b> <ul style="list-style-type: none"> <li>• To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</li> <li>• To ensure that development responds to the features of the site and the surrounding area.</li> </ul> <b>Standard D1</b> <ul style="list-style-type: none"> <li>• The design response must be appropriate to the urban context and the site.</li> <li>• The proposed design must respect the existing or preferred urban context and respond to the features of the site.</li> </ul>	The proposed design reflects the emerging character of buildings on North Road (primarily to the east) within the Neighbourhood Centre, and within Commercial Zones  The development focuses all primary areas of scale/bulk to the northern and north western areas of the site, to ensure that impacts on more sensitive residential interfaces are minimised.	
<b>58.02-2</b> <b>Residential policy objectives</b> <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 higher density residential development</li> </ul>	The proposal provides and arrangement of uses in accordance with the objectives of the Commercial 1 Zone (retail/commercial at ground floor, residential above).  The proposal is consistent with the objectives of the Housing Diversity Area policy in relation to increased densities being provided where in close	



<p>where development can take advantage of public and community infrastructure and services.</p> <p><b>Standard D2</b></p> <ul style="list-style-type: none"> <li>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant 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> </ul>	<p>proximity to public transport and the commercial areas of neighbourhood centres.</p> <p>The applicant has submitted documentation in relation to the compliance with applicable policy.</p>	
<p><b>58.02-3 Dwelling diversity objective</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 D3</b></p> <ul style="list-style-type: none"> <li>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</li> </ul>	<p>Whilst only proposing two primary forms of dwelling (two bedroom apartments and three bedroom apartments), it is considered that this is a suitable response.</p> <p>The proposal contains a variety of dwelling configurations, and does not propose any one bedroom or studio units, of which there are a large amount within the wider built environment in recent apartment/mixed use buildings.</p>	
<p><b>58.02-4 Infrastructure objectives</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 D4</b></p> <ul style="list-style-type: none"> <li>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</li> </ul>	<p>Council's Asset Engineering Department have raised no objection to the proposal, and have requested notes on any subsequent permit in relation to drainage measures to ensure no adverse impacts are realised upon infrastructure.</p>	

<ul style="list-style-type: none"> <li>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</li> <li>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</li> </ul>		
<p><b>58.02-5 Integration with the street objective</b></p> <ul style="list-style-type: none"> <li>To integrate the layout of development with the street.</li> </ul> <p><b>Standard D5</b></p> <ul style="list-style-type: none"> <li>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</li> <li>Development should be oriented to front existing and proposed streets.</li> <li>High fencing in front of dwellings should be avoided if practicable.</li> <li>Development next to existing public open space should be laid out to complement the open space.</li> </ul>	<p>The development has an active retail frontage to North Road, with clear links to the street.</p> <p>Pedestrian access to dwellings is provided via a clearly defined Residential lobby area on the western elevation of the site.</p> <p>Vehicular access is proposed to be provided from Wheatley Road, adjacent to the proposed residential lobby.</p> <p>There are no front fences proposed.</p> <p>The development is not located next to public open space.</p>	

**58.03 SITE LAYOUT**

Assessment	YES	NO
<p><b>58.02-6 /58.03-1 Energy efficiency objectives</b></p> <ul style="list-style-type: none"> <li>To achieve and protect energy efficient dwellings and buildings.</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> <li>To ensure dwellings achieve adequate thermal efficiency.</li> </ul> <p><b>Standard D6</b></p> <p>Buildings should be:</p> <ul style="list-style-type: none"> <li>Oriented to make appropriate use of</li> </ul>	<p>The building design is of a modern form, which makes good use of design techniques to ensure that energy efficiency measures can be practically employed.</p> <p>Dwellings have a north-facing component where viable, and are provided with</p>	

<p>solar energy.</p> <ul style="list-style-type: none"><li>• Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li><li>• Living areas and private open space should be located on the north side of the development, if practicable.</li><li>• Developments should be designed so that solar access to north-facing windows is optimised.</li><li>• Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.</li></ul> <table><caption>Table D1 Cooling load</caption><thead><tr><th>NatHERS climate zone</th><th>NatHERS maximum cooling load MJ/m<sup>2</sup> per annum</th></tr></thead><tbody><tr><td>Climate zone 21 Melbourne</td><td>30</td></tr><tr><td>Climate zone 22 East Sale</td><td>22</td></tr><tr><td>Climate zone 27 Mildura</td><td>66</td></tr><tr><td>Climate zone 69 Tullamarine</td><td>22</td></tr><tr><td>Climate zone 62 Moorabbin</td><td>21</td></tr><tr><td>Climate zone 63 Warrnambool</td><td>21</td></tr><tr><td>Climate zone 64 Cape Otway</td><td>19</td></tr><tr><td>Climate zone 66 Ballarat</td><td>23</td></tr></tbody></table> <p><small>Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy)</small></p>	NatHERS climate zone	NatHERS maximum cooling load MJ/m <sup>2</sup> per annum	Climate zone 21 Melbourne	30	Climate zone 22 East Sale	22	Climate zone 27 Mildura	66	Climate zone 69 Tullamarine	22	Climate zone 62 Moorabbin	21	Climate zone 63 Warrnambool	21	Climate zone 64 Cape Otway	19	Climate zone 66 Ballarat	23	<p>adequate access to natural light and ventilation.</p>	
NatHERS climate zone	NatHERS maximum cooling load MJ/m <sup>2</sup> per annum																			
Climate zone 21 Melbourne	30																			
Climate zone 22 East Sale	22																			
Climate zone 27 Mildura	66																			
Climate zone 69 Tullamarine	22																			
Climate zone 62 Moorabbin	21																			
Climate zone 63 Warrnambool	21																			
Climate zone 64 Cape Otway	19																			
Climate zone 66 Ballarat	23																			
<p><b>58.03-2 Communal open space objective</b></p> <ul style="list-style-type: none"><li>• To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.</li></ul> <p><b>Standard D7</b></p> <ul style="list-style-type: none"><li>• Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser.</li></ul> <p>Communal open space should:</p> <ul style="list-style-type: none"><li>• Be located to:<ul style="list-style-type: none"><li>- Provide passive surveillance opportunities, where appropriate.</li><li>- Provide outlook for as many dwellings as practicable.</li><li>- Avoid overlooking into habitable rooms and private open space of new dwellings.</li><li>- Minimise noise impacts to new and existing dwellings.</li></ul></li><li>• Be designed to protect any natural features on the site.</li><li>• Maximise landscaping opportunities.</li></ul>	<p>Communal open space is provided in the south-eastern corner of the second floor of the building.</p> <p>As 39 dwellings are proposed, the requirements of the standard are not triggered.</p> <p>That notwithstanding, it is considered that the space provides an improved outlook for multiple dwellings, will not result in adverse overlooking impacts, and will not result in any excessive noise impacts.</p> <p>The landscaping is proposed in a low maintenance and practical arrangement, suited to the nature of the development.</p>																			



<ul style="list-style-type: none"> <li>• Be accessible, useable and capable of efficient management.</li> </ul>		
<p><b>58.03-3 Solar access to communal outdoor open space objective</b></p> <ul style="list-style-type: none"> <li>• To allow solar access into communal outdoor open space.</li> </ul> <p><b>Standard D8</b></p> <ul style="list-style-type: none"> <li>• The communal outdoor open space should be located on the north side of a building, if appropriate.</li> <li>• At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</li> </ul>	<p>The communal open space will receive a large amount of sunlight in the early hours of the day, and it is considered that this will ensure adequate solar access is achieved.</p>	
<p><b>58.03-3 Safety objective</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 D9</b></p> <ul style="list-style-type: none"> <li>• Entrances to dwellings should not be obscured or isolated from the street and internal accessways.</li> <li>• Planting which creates unsafe spaces along streets and accessways should be avoided.</li> <li>• Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</li> <li>• Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>	<p>The entry to the residential component is clearly orientated to the street, which will ensure safe access to the building.</p> <p>Alternative access is provided from within the basement of the development, which will have a secure entry.</p>	
<p><b>58.03-5 Landscaping objectives</b></p> <ul style="list-style-type: none"> <li>• To encourage development that respects the landscape character of the area.</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> <li>• To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the</li> </ul>		<p>There are limited opportunities for landscaping, noting the site coverage, and the spatial location of the site in relation to North Road.</p> <p>Where viable, small areas of landscaping have been provided, with more significant landscaping provided to the second floor communal area.</p> <p>It is considered that, whilst not possible to</p>

<p>urban heat island effect.</p> <p><b>Standard D10</b></p> <p>The landscape layout and design should:</p> <ul style="list-style-type: none"> <li>• Be responsive to the site context.</li> <li>• Protect any predominant landscape features of the area.</li> <li>• Take into account the soil type and drainage patterns of the site and integrate planting and water management.</li> <li>• Allow for intended vegetation growth and structural protection of buildings.</li> <li>• In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.</li> <li>• Provide a safe, attractive and functional environment for residents.</li> <li>• Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration.</li> <li>• Maximise deep soil areas for planting of canopy trees.</li> </ul> <p>Development should provide for the retention or planting of trees, where these are part of the urban context.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p> <p>Development should provide the deep soil areas and canopy trees specified in Table D2.</p> <p>If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either:</p> <ul style="list-style-type: none"> <li>• Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.</li> <li>• Vegetated planters, green roofs or green facades</li> </ul>		<p>introduce meaningful canopy tree planting, the objectives are broadly achieved, and considered that conditions of permit can ensure the provision of additional natural elements around the periphery of the site to provide additional natural elements to soften the built form impacts at ground floor level.</p> <p>There is no deep soil planting proposed, and therefore the proposal is in conflict with that requirement.</p> <p>The deep soil planting standard requires 10% of the land to be provided.</p> <p>It is noted, however, that due to the position of the building, deep soil planting around the site boundaries would raise potential future conflict as a result of root growth with the operation of the adjoining pavements, roads, and neighbouring dwellings, and therefore considered that in this instance a lack of deep soil planting areas can be considered.</p>
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Table D2 Deep soil areas and canopy trees

Site area	Deep soil areas	Minimum tree provision
750 - 1000 square metres.	5% of site area (minimum dimension of 3 metres)	1 small tree (6-8 metres) per 30 square metres of deep soil
1001 - 1500 square metres.	7.5% of site area (minimum dimension of 3 metres)	1 medium tree (8-12 metres) per 50 square metres of deep soil or 1 large tree per 90 square metres of deep soil
1501 - 2500 square metres	10% of site area (minimum dimension of 6 metres)	1 large tree (at least 12 metres) per 90 square metres of deep soil or 2 medium trees per 90 square metres of deep soil
>2500 square metres.	15% of site area (minimum dimension of 6 metres)	1 large tree (at least 12 metres) per 90 square metres of deep soil or 2 medium trees per 90 square metres of deep soil

Where an existing canopy tree over 8 metres can be retained on a lot greater than 1000 square metres without damage during the construction period, the minimum deep soil requirement is 75% of the tree area.

**58.03-6 Access objective**

- To ensure the number and design of vehicle crossovers respects the urban context.

**Standard D11**

The width of accessways or car spaces should not exceed:

- 33 per cent of the street frontage, or
- if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.
- No more than one single-width crossover should be provided for each dwelling fronting a street.
- The location of crossovers should maximise the retention of on-street car parking spaces.
- The number of access points to a road in a Road Zone should be minimised.
- Developments must provide for access for service, emergency and delivery vehicles.

The development proposes a single new accessway to the basement car park area, which will be in accordance with the standard, and will broadly respond to the urban context.

It is not considered that an access from North Road is appropriate, noting the high vehicular traffic levels and the potential for safety conflicts.

The loading access area is subject to further assessment from Transport Planning, as per recommended conditions of permit.

**58.03-7 Parking location objectives**

- To provide convenient parking for resident and visitor vehicles.
- To protect residents from vehicular noise within developments.

**Standard D12**

Car parking facilities should:

- Be reasonably close and convenient to dwellings.
- Be secure.
- Be well ventilated if enclosed.

Subject to modifications to address the specific design and safety requirements of Council Transport Planning, it is considered that the development will adequately address requirements.



<ul style="list-style-type: none"> <li>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</li> </ul>		
<p><b>58.03-8 Integrated water and stormwater management objectives</b></p> <ul style="list-style-type: none"> <li>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</li> <li>To facilitate stormwater collection, utilisation and infiltration within the development.</li> <li>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</li> </ul> <p><b>Standard D13</b></p> <ul style="list-style-type: none"> <li>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</li> <li>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</li> </ul> <p>The stormwater management system should be:</p> <ul style="list-style-type: none"> <li>Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</li> <li>Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</li> </ul>	<p>It is considered that the proposal will make adequate provision to address applicable objectives.</p> <p>The objectives are echoed in the notes requested on any subsequent permit by Council Infrastructure Engineering.</p>	

**58.04 AMENITY IMPACTS**

Assessment	Yes	No
<p><b>58.04-1 Building setback objectives</b></p> <ul style="list-style-type: none"> <li>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the</li> </ul>	As detailed in the above assessment report, the building is setback from sensitive residential	

<p>area.</p> <ul style="list-style-type: none"> <li>To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings.</li> <li>To provide a reasonable outlook from new dwellings.</li> <li>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</li> </ul> <p><b>Standard D14</b></p> <ul style="list-style-type: none"> <li>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</li> </ul> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> <li>Ensure adequate daylight into new habitable room windows.</li> <li>Avoid direct views into habitable room windows and private open space of new and existing dwellings.</li> <li>Developments should avoid relying on screening to reduce views.</li> <li>Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.</li> <li>Ensure the dwellings are designed to meet the objectives of Clause 58.</li> </ul>	<p>interfaces, and represents an appropriate response to the emerging character of development upon North Road of greater scale and density.</p> <p>All rooms are considered to have access to adequate daylight, and the building has been designed to minimise the potential for direct views into habitable room windows.</p> <p>It is considered that all rooms will also have sufficient outlook.</p>	
<p><b>58.04-2 Internal views objective</b></p> <ul style="list-style-type: none"> <li>To limit views into the private open space and habitable room windows of dwellings within a development.</li> </ul> <p><b>Standard D15</b></p> <ul style="list-style-type: none"> <li>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.</li> </ul>	<p>The proposal makes sufficient provision for private open space, with upper floor setbacks affording additional overlooking protection.</p>	
<p><b>58.04-3 Noise impacts objectives</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 and internal noise sources.</li> </ul>	<p>The proposal is designed so that potential sources of noise will be positioned in a respectful location, and so that no adverse amenity impacts will be realised.</p>	

**Standard D16**

- Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.
- The layout of new dwellings and buildings should minimise noise transmission within the site.
- Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.
- New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.

Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.
- Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.
- Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table D3 Noise influence area

Noise source	Noise influence area
<b>Zone interface</b>	
Industry	300 metres from the industrial 1, 2 and 3 zone boundary
<b>Roads</b>	
<b>Noise source</b>	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
<b>Railways</b>	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	125 metres from the centre of the nearest track

*The noise influence area should be measured from the closest part of the building to the noise source.*

It is also noted that additional sources of noise (such as waste/loading) will be subject to requirements for management plans, to ensure that no additional noise impacts are realised.

**58.05 ON-SITE AMENITY AND FACILITIES**



Assessment	Yes	No																								
<p><b>58.05-1 Accessibility objective</b></p> <ul style="list-style-type: none"> <li>To ensure the design of dwellings meets the needs of people with limited mobility.</li> </ul> <p><b>Standard D17</b></p> <p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> <li>A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.</li> <li>A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.</li> <li>A main bedroom with access to an adaptable bathroom.</li> <li>At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.</li> </ul> <p><b>Table D4 Bathroom design</b></p> <table> <tr> <th></th><th>Design option A</th><th>Design option B</th></tr> <tr> <td>Door opening</td><td>A clear 850mm wide door opening.</td><td>A clear 820mm wide door opening located opposite the shower.</td></tr> <tr> <td>Door design</td><td>Either: <ul style="list-style-type: none"> <li>A slide door, or</li> <li>A door that opens outwards, or</li> <li>A door that opens inwards that is clear of the circulation area and has readily removable hinges.</li> </ul> </td><td>Either: <ul style="list-style-type: none"> <li>A slide door, or</li> <li>A door that opens outwards, or</li> <li>A door that opens inwards and has readily removable hinges.</li> </ul> </td></tr> <tr> <td>Circulation area</td><td>A clear circulation area that is: <ul style="list-style-type: none"> <li>A minimum area of 1.2 metres by 1.2 metres.</li> <li>Located in front of the shower and the toilet.</li> <li>Clear of the toilet, basin and the door swing.</li> </ul> The circulation area for the toilet and shower can overlap. </td><td>A clear circulation area that is: <ul style="list-style-type: none"> <li>A minimum width of 1 metre.</li> <li>The full length of the bathroom and a minimum length of 2.7 metres.</li> <li>Clear of the toilet and basin.</li> </ul> The circulation area can include a shower area. </td></tr> <tr> <td>Path to circulation area</td><td>A clear path with a minimum width of 500mm from the door opening to the circulation area.</td><td>Not applicable.</td></tr> <tr> <td>Shower</td><td>A hobless (step-free) shower.</td><td>A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.</td></tr> <tr> <th></th><th>Design option A</th><th>Design option B</th></tr> <tr> <td>Toilet</td><td>A toilet located in the corner of the room.</td><td>A toilet located closest to the door opening and clear of the circulation area.</td></tr> </table>		Design option A	Design option B	Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.	Door design	Either: <ul style="list-style-type: none"> <li>A slide door, or</li> <li>A door that opens outwards, or</li> <li>A door that opens inwards that is clear of the circulation area and has readily removable hinges.</li> </ul>	Either: <ul style="list-style-type: none"> <li>A slide door, or</li> <li>A door that opens outwards, or</li> <li>A door that opens inwards and has readily removable hinges.</li> </ul>	Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> <li>A minimum area of 1.2 metres by 1.2 metres.</li> <li>Located in front of the shower and the toilet.</li> <li>Clear of the toilet, basin and the door swing.</li> </ul> The circulation area for the toilet and shower can overlap.	A clear circulation area that is: <ul style="list-style-type: none"> <li>A minimum width of 1 metre.</li> <li>The full length of the bathroom and a minimum length of 2.7 metres.</li> <li>Clear of the toilet and basin.</li> </ul> The circulation area can include a shower area.	Path to circulation area	A clear path with a minimum width of 500mm from the door opening to the circulation area.	Not applicable.	Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.		Design option A	Design option B	Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.	<p>The applicant has submitted floor plans for each apartment configuration, which identify compliance with the specific requirements</p>	
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<p><b>58.05-2 Building entry and circulation objectives</b></p> <ul style="list-style-type: none"> <li>To provide each dwelling and building with its own sense of identity.</li> <li>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</li> <li>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</li> </ul>	Complies.																									

<p><b>Standard D18</b></p> <p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> <li>• Be visible and easily identifiable.</li> <li>• Provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul> <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> <li>• Clearly distinguish entrances to residential and non-residential areas.</li> <li>• Provide windows to building entrances and lift areas.</li> <li>• Provide visible, safe and attractive stairs from the entry level to encourage use by residents.</li> </ul> <p>Provide common areas and corridors that:</p> <ul style="list-style-type: none"> <li>• Include at least one source of natural light and natural ventilation.</li> <li>• Avoid obstruction from building services.</li> <li>• Maintain clear sight lines.</li> </ul>														
<p><b>58.05-3 Private open space objective</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 D19</b></p> <p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> <li>• An area of 25 square metres, with a minimum dimension of 3 metres at natural ground floor level and convenient access from a living room, or</li> <li>• An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or</li> <li>• A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or</li> <li>• A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room.</li> <li>• If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres.</li> </ul> <p>Table D5 Balcony size</p> <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Minimum area</th><th>Minimum dimension</th></tr> </thead> <tbody> <tr> <td>Studio or 1 bedroom dwelling</td><td>6 square metres</td><td>1.8 metres</td></tr> <tr> <td>2 bedroom dwelling</td><td>8 square metres</td><td>2 metres</td></tr> <tr> <td>3 or more bedroom dwellings</td><td>12 square metres</td><td>2.4 metres</td></tr> </tbody> </table>	Dwelling type	Minimum area	Minimum dimension	Studio or 1 bedroom dwelling	6 square metres	1.8 metres	2 bedroom dwelling	8 square metres	2 metres	3 or more bedroom dwellings	12 square metres	2.4 metres	<p>All proposed dwellings are afforded access to balcony areas in excess of the required floorspace.</p> <p>It is also noted that apartments will have the use of one of the two communal areas located in readily accessible positions within the building.</p>	
Dwelling type	Minimum area	Minimum dimension												
Studio or 1 bedroom dwelling	6 square metres	1.8 metres												
2 bedroom dwelling	8 square metres	2 metres												
3 or more bedroom dwellings	12 square metres	2.4 metres												

<p><b>58.05-4 Storage objective</b></p> <ul style="list-style-type: none"> <li>To provide adequate storage facilities for each dwelling.</li> </ul> <p><b>Standard D20</b></p> <ul style="list-style-type: none"> <li>Each dwelling should have convenient access to usable and secure storage space.</li> <li>The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6.</li> </ul> <p>Table D6 Storage</p> <table border="1"> <thead> <tr> <th>Dwelling type</th> <th>Total minimum storage volume</th> <th>Minimum storage volume within the dwelling</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>8 cubic metres</td> <td>3 cubic metres</td> </tr> <tr> <td>1 bedroom dwelling</td> <td>10 cubic metres</td> <td>5 cubic metres</td> </tr> <tr> <td>2 bedroom dwelling</td> <td>14 cubic metres</td> <td>9 cubic metres</td> </tr> <tr> <td>3 or more bedroom dwelling</td> <td>18 cubic metres</td> <td>12 cubic metres</td> </tr> </tbody> </table>	Dwelling type	Total minimum storage volume	Minimum storage volume within the dwelling	Studio	8 cubic metres	3 cubic metres	1 bedroom dwelling	10 cubic metres	5 cubic metres	2 bedroom dwelling	14 cubic metres	9 cubic metres	3 or more bedroom dwelling	18 cubic metres	12 cubic metres	Complies	
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2 bedroom dwelling	14 cubic metres	9 cubic metres															
3 or more bedroom dwelling	18 cubic metres	12 cubic metres															

**58.06 DETAILED DESIGN**

Assessment	Yes	No
<p><b>58.06-1 Common property objectives</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 D21</b></p> <ul style="list-style-type: none"> <li>Developments should clearly delineate public, communal and private areas.</li> <li>Common property, where provided, should be functional and capable of efficient management.</li> </ul>	Complies	
<p><b>58.06-2 Site services objectives</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 D22</b></p> <ul style="list-style-type: none"> <li>The design and layout of dwellings should provide</li> </ul>	Complies	



<p>sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <ul style="list-style-type: none"> <li>• Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</li> <li>• Mailboxes should be provided and located for convenient access as required by Australia Post.</li> </ul>		
<p><b>58.06-3 Waste and recycling objectives</b></p> <ul style="list-style-type: none"> <li>• To ensure dwellings are designed to encourage waste recycling.</li> <li>• To ensure that waste and recycling facilities are accessible, adequate and attractive.</li> <li>• To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</li> </ul> <p><b>Standard D23</b></p> <p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> <li>• Waste and recycling enclosures which are: <ul style="list-style-type: none"> <li>• Adequate in size, durable, waterproof and blend in with the development.</li> <li>• Adequately ventilated.</li> <li>• Located and designed for convenient access by residents and made easily accessible to people with limited mobility.</li> </ul> </li> <li>• Adequate facilities for bin washing. These areas should be adequately ventilated.</li> <li>• Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as</li> </ul>	<p>Complies (subject to submission of Waste Management Plan)</p>	

<p>appropriate.</p> <ul style="list-style-type: none"> <li>• Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.</li> <li>• Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.</li> <li>• Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.</li> </ul> <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> <li>• Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.</li> <li>• Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.</li> </ul>		
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**58.07 INTERNAL AMENITY**

Assessment	Yes	No
<p><b>58.07-1 Functional layout objective</b></p> <ul style="list-style-type: none"> <li>• To ensure dwellings provide functional areas that meet the needs of residents.</li> </ul> <p><b>Standard D24</b></p> <p>Bedrooms should:</p> <p>Meet the minimum internal room dimensions specified in Table D7.</p> <p>Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.</p>	<p>Complies. Bedroom proportions are in accordance (or are greater than) the prescribed dimensions.</p>	

<p><b>Table D7 Bedroom dimensions</b></p> <table border="1"> <thead> <tr> <th>Bedroom type</th><th>Minimum width</th><th>Minimum depth</th></tr> </thead> <tbody> <tr> <td>Main bedroom</td><td>3 metres</td><td>3.4 metres</td></tr> <tr> <td>All other bedrooms</td><td>3 metres</td><td>3 metres</td></tr> </tbody> </table> <p>Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D8.</p> <p><b>Table D8 Living area dimensions</b></p> <table border="1"> <thead> <tr> <th>Dwelling type</th><th>Minimum width</th><th>Minimum area</th></tr> </thead> <tbody> <tr> <td>Studio and 1 bedroom dwelling</td><td>3.3 metres</td><td>10 sqm</td></tr> <tr> <td>2 or more bedroom dwelling</td><td>3.6 metres</td><td>12 sqm</td></tr> </tbody> </table>	Bedroom type	Minimum width	Minimum depth	Main bedroom	3 metres	3.4 metres	All other bedrooms	3 metres	3 metres	Dwelling type	Minimum width	Minimum area	Studio and 1 bedroom dwelling	3.3 metres	10 sqm	2 or more bedroom dwelling	3.6 metres	12 sqm		
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Studio and 1 bedroom dwelling	3.3 metres	10 sqm																		
2 or more bedroom dwelling	3.6 metres	12 sqm																		
<p><b>58.07-2 Room depth objective</b></p> <ul style="list-style-type: none"> <li>To allow adequate daylight into single aspect habitable rooms.</li> </ul> <p><b>Standard D25</b></p> <ul style="list-style-type: none"> <li>Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.</li> <li>The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met: <ul style="list-style-type: none"> <li>The room combines the living area, dining area and kitchen.</li> <li>The kitchen is located furthest from the window.</li> <li>The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level.</li> </ul> </li> <li>This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</li> </ul>	Complies																			
<p><b>58.07-3 Windows objective</b></p> <ul style="list-style-type: none"> <li>To allow adequate daylight into new habitable room windows.</li> </ul> <p><b>Standard D26</b></p> <ul style="list-style-type: none"> <li>Habitable rooms should have a window in an external wall of the building.</li> <li>A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.</li> <li>The secondary area should be: <ul style="list-style-type: none"> <li>A minimum width of 1.2 metres.</li> <li>A maximum depth of 1.5 times the width, measured from the external surface of the window.</li> </ul> </li> </ul>	Complies																			
<p><b>58.07-4 Natural ventilation objectives</b></p> <ul style="list-style-type: none"> <li>To encourage natural ventilation of</li> </ul>	Complies. Submitted dwelling																			



<p> dwellings.</p> <ul style="list-style-type: none"> <li>• To allow occupants to effectively manage natural ventilation of dwellings.</li> </ul> <p><b>Standard D27</b></p> <ul style="list-style-type: none"> <li>• The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.</li> <li>• At least 40 per cent of dwellings should provide effective cross ventilation that has:             <ul style="list-style-type: none"> <li>• A maximum breeze path through the dwelling of 18 metres.</li> <li>• A minimum breeze path through the dwelling of 5 metres.</li> <li>• Ventilation openings with approximately the same area.</li> </ul> </li> </ul> <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling</p>	<p>floorplans indicate appropriate breeze paths.</p>	
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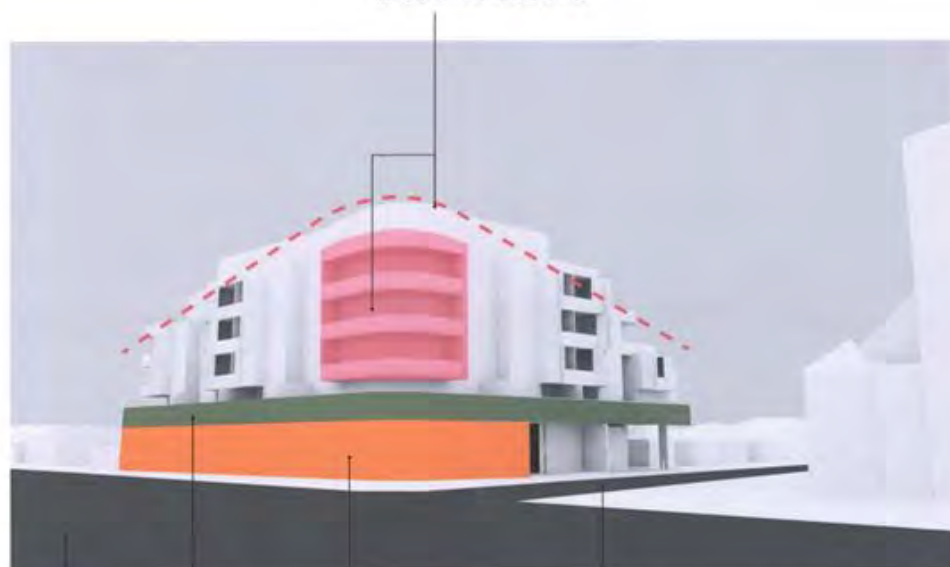
A. URBAN CONTEXT ANALYSIS | EXISTING SITE PHOTOGRAPHS

ADVERTISED PLAN  
11.06.67  
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## ACTIVE FRONTAGE

**STRONG CORNER PRESENTATION**



NORTH ROAD

**GREEN BELT**

**ACTIVE RETAIL FRONTAGE**

WHEATLEY ROAD

## SETBACKS & LANDSCAPE

## RECESSIVE SETBACKS



WHEATLEY ROAD

**GARDEN TERRACE**

### COMMUNAL SPACE

NORTH ROAD

## PEDDLE THORP

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ACN 006-975-688

442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT

PROJECT NO.  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

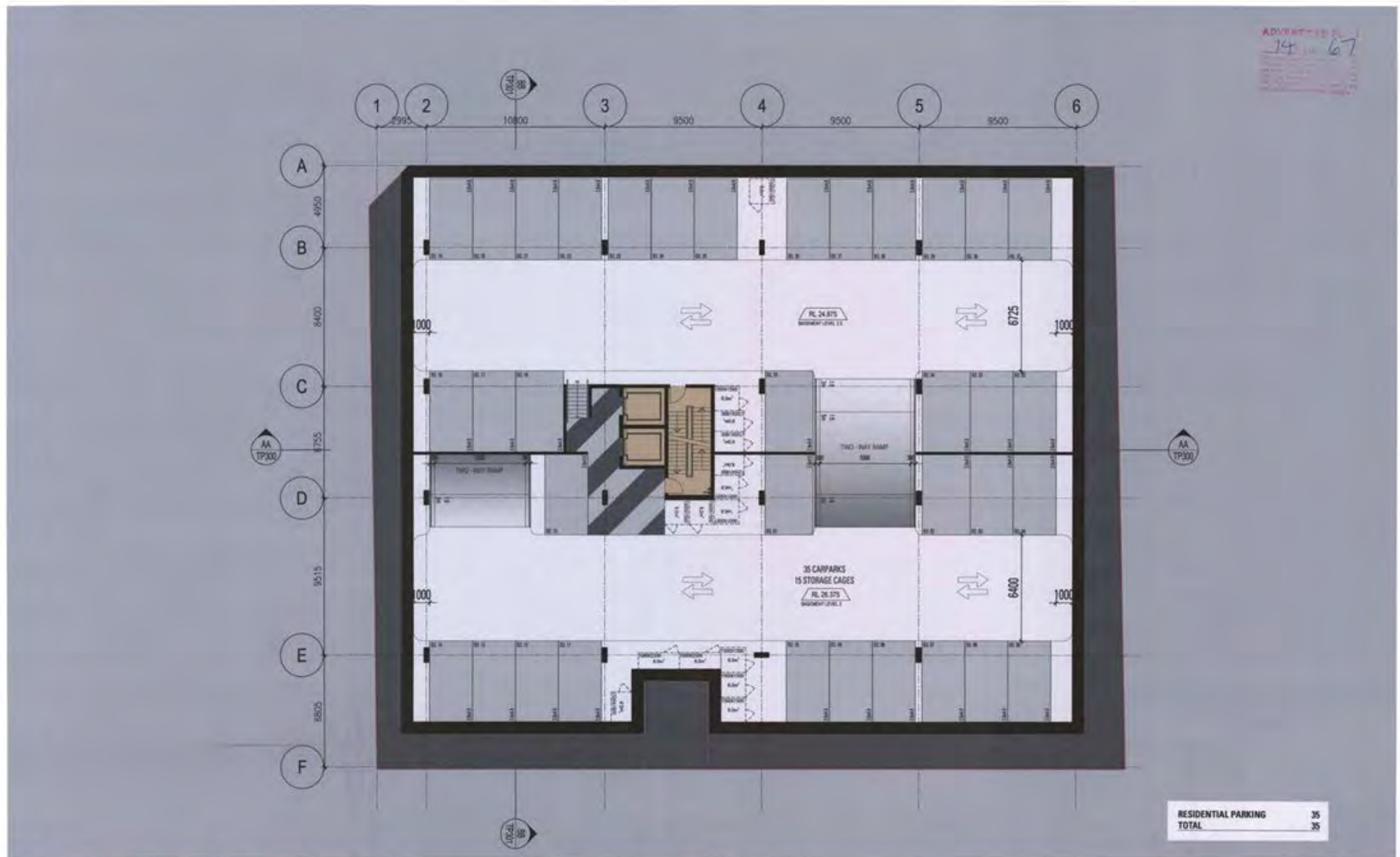
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REVISION  
2

DATE:  
NOVEMBER 17

DRAWING NO:  
**TP-050**





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**442 - 452 NORTH ROAD, ORMOND**  
**MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL**  
**PROPOSED BASEMENT LEVEL 2 PLAN**

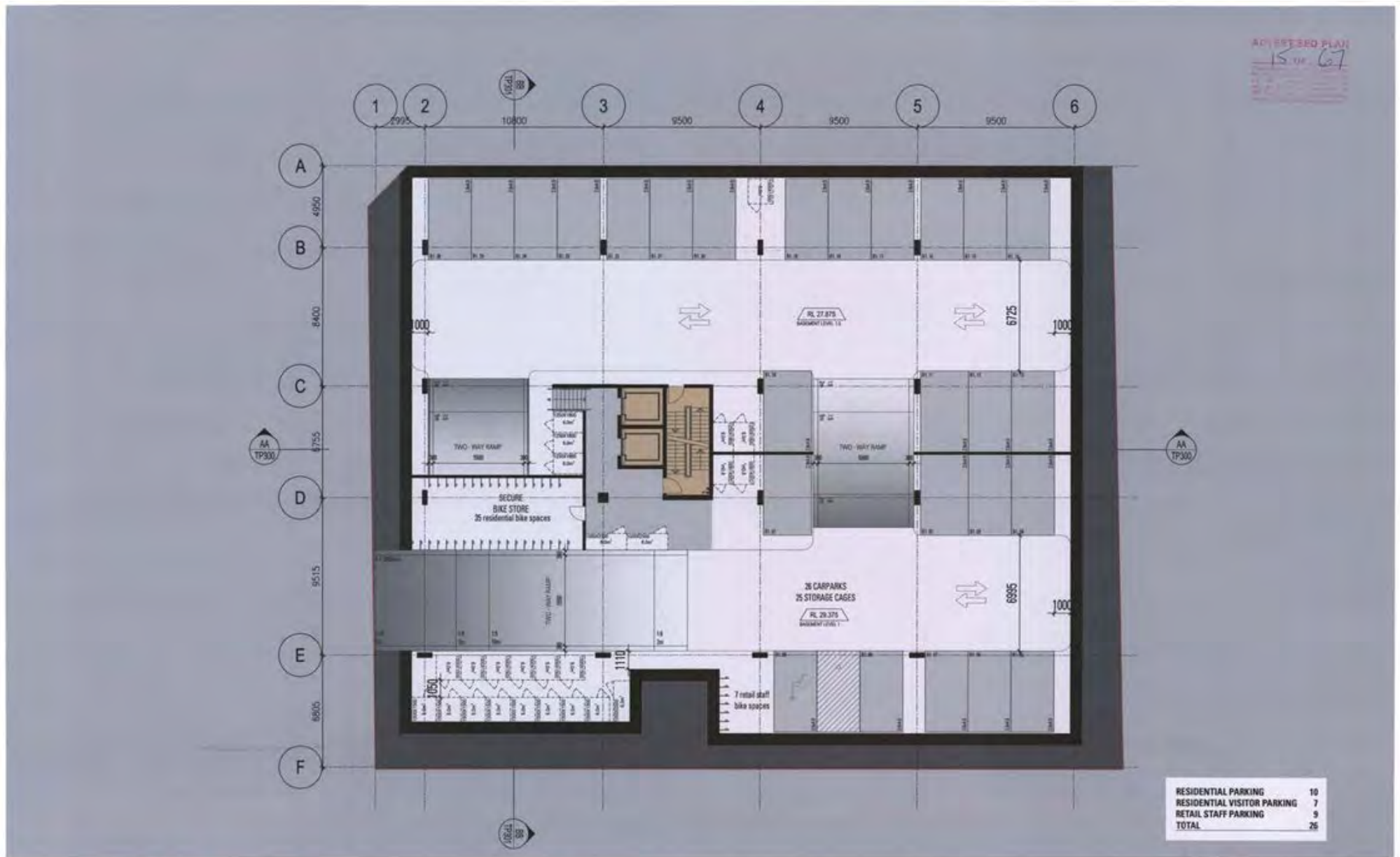
REVISION  
2

DATE:  
NOVEMBER 17

SCALE:  
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DRAWING NO:  
**TP-090**



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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED BASEMENT LEVEL 1 PLAN**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1



DRAWING NO:  
**TP-091**











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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED LEVEL 2 FLOOR PLAN**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1



DRAWING NO:  
**TP-102**









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ACN 006 975 668

**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED LEVEL 4 FLOOR PLAN**

REVISION:  
2

DATE:  
NOVEMBER 17

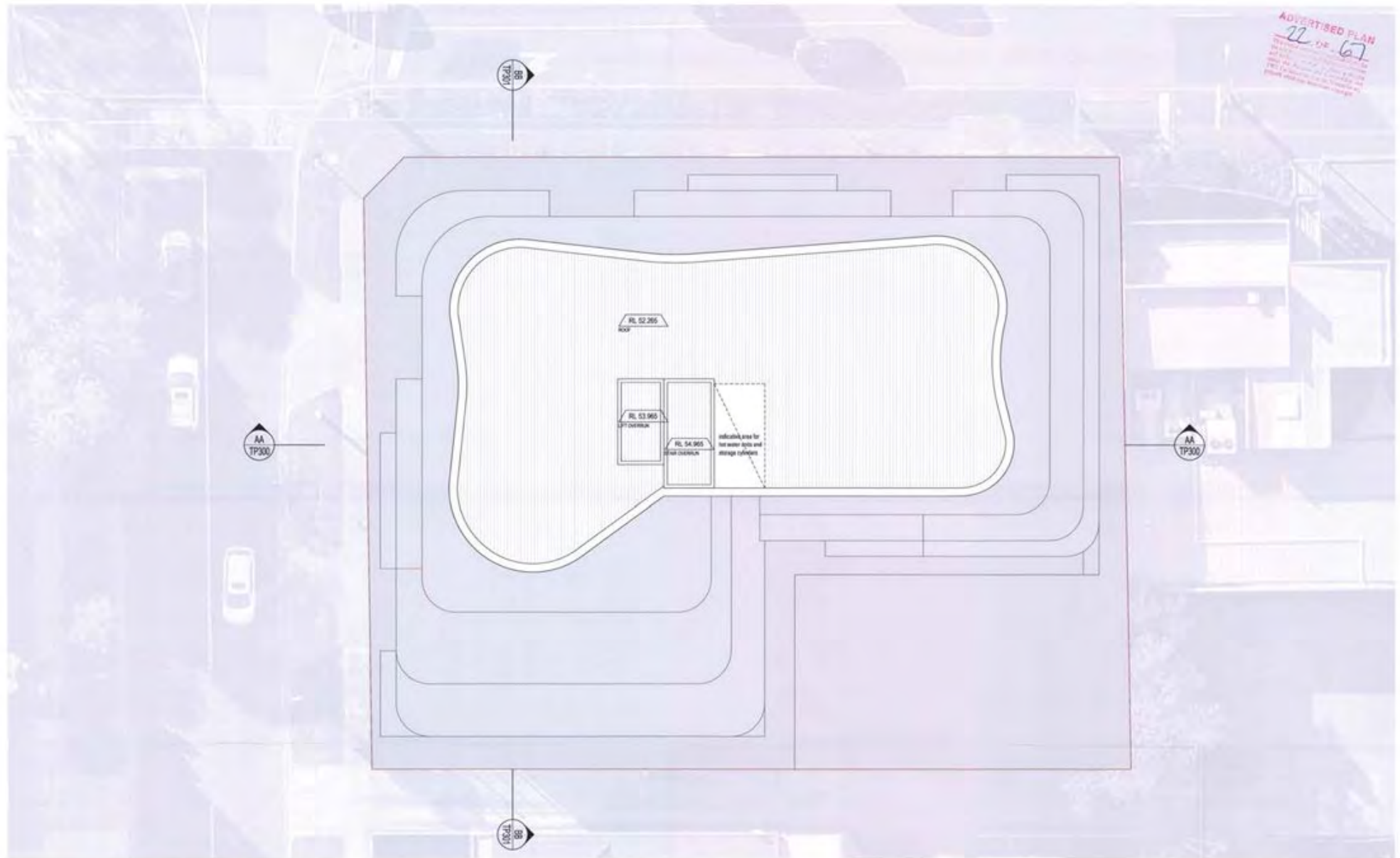
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DRAWING NO:  
**TP-104**







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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED ROOF PLAN**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1



DRAWING NO:  
**TP-106**





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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

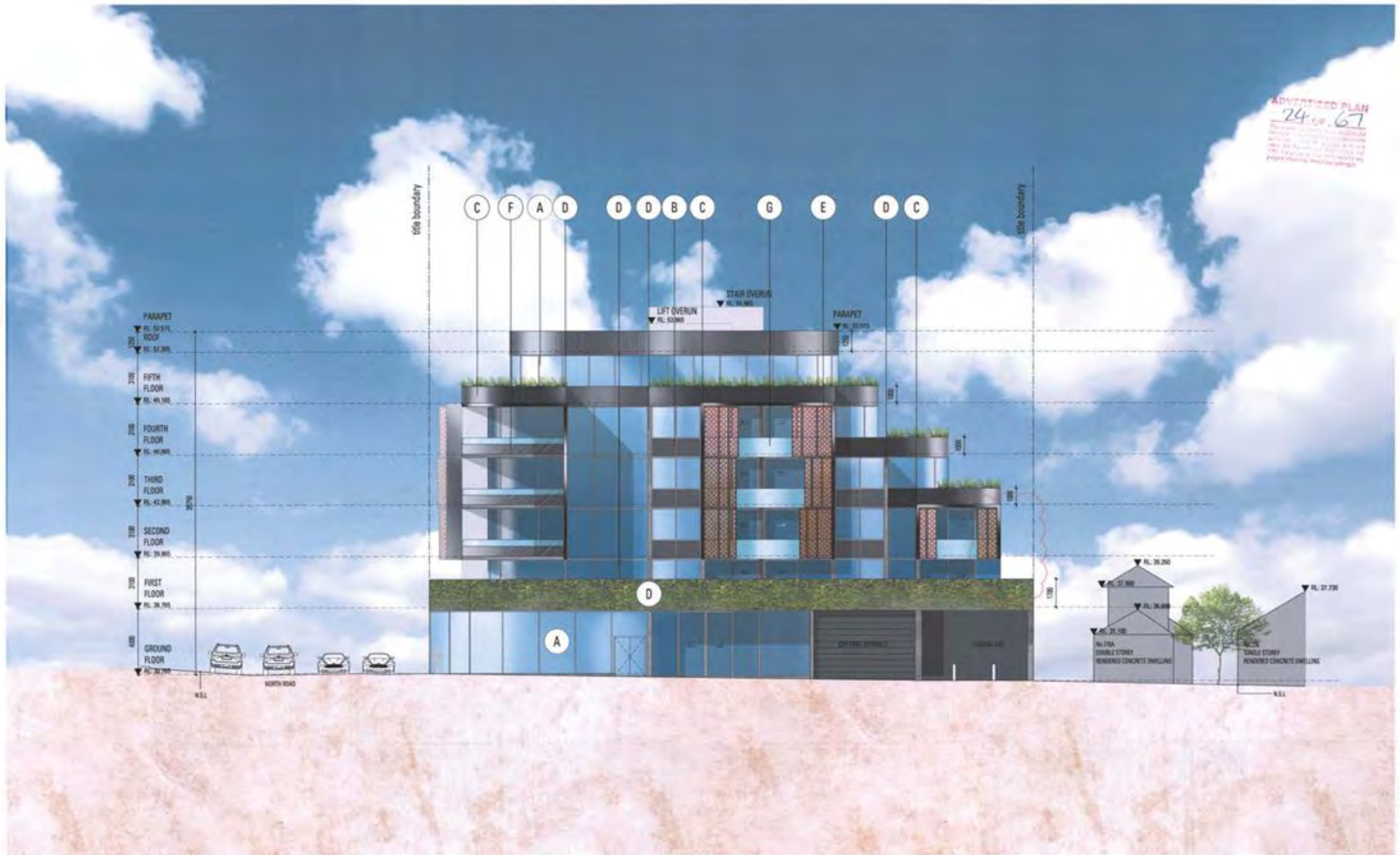
**C. DESIGN PROPOSAL  
PROPOSED NORTH ELEVATION - NORTH ROAD**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1

DRAWING NO:  
**TP-200**



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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED WEST ELEVATION - WHEATLEY ROAD**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
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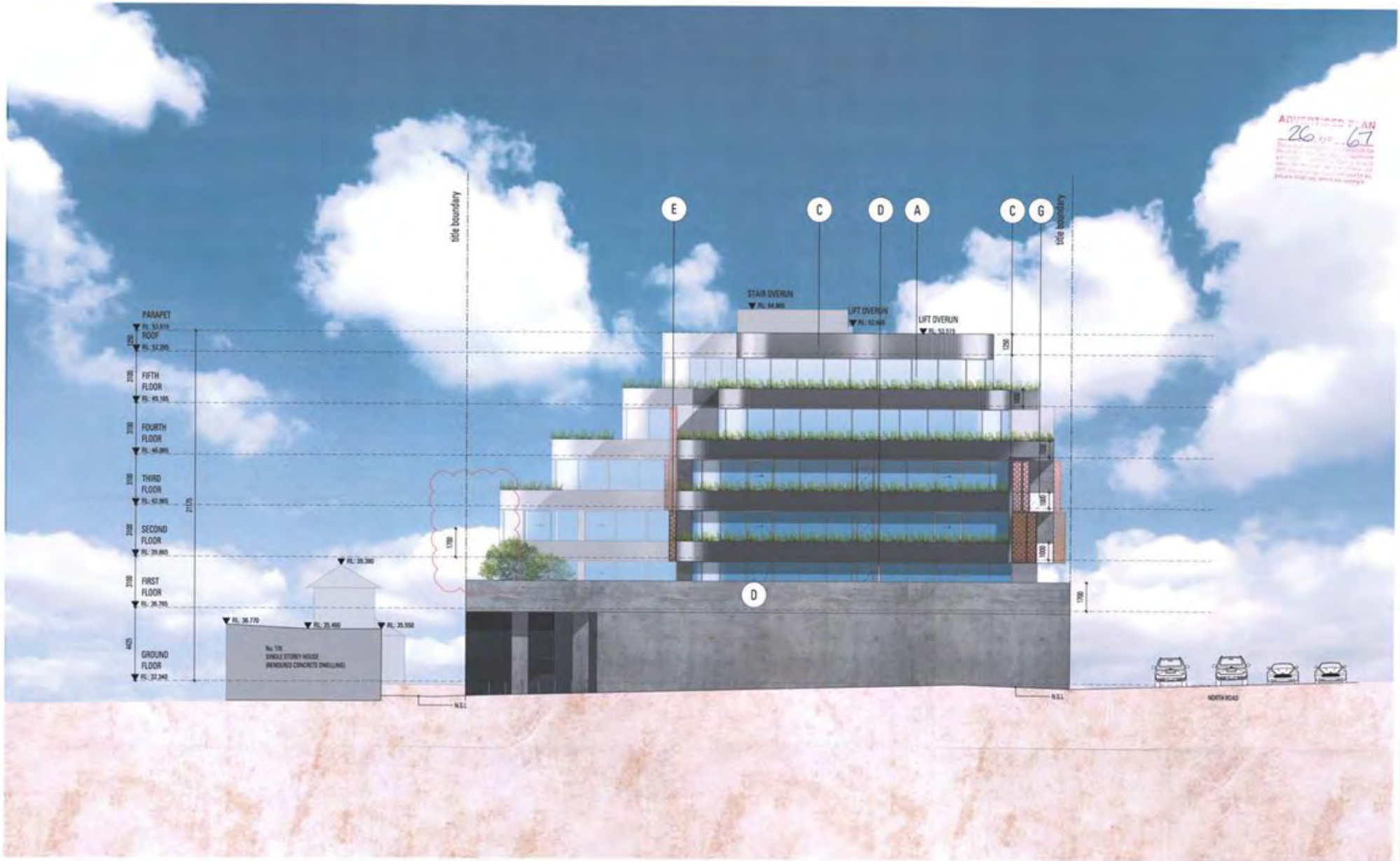


DRAWING NO:  
**TP-201**









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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED EAST ELEVATION**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1

DRAWING NO:  
**TP-203**



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**442 - 452 NORTH ROAD, ORMOND**  
MIXED USE DEVELOPMENT

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

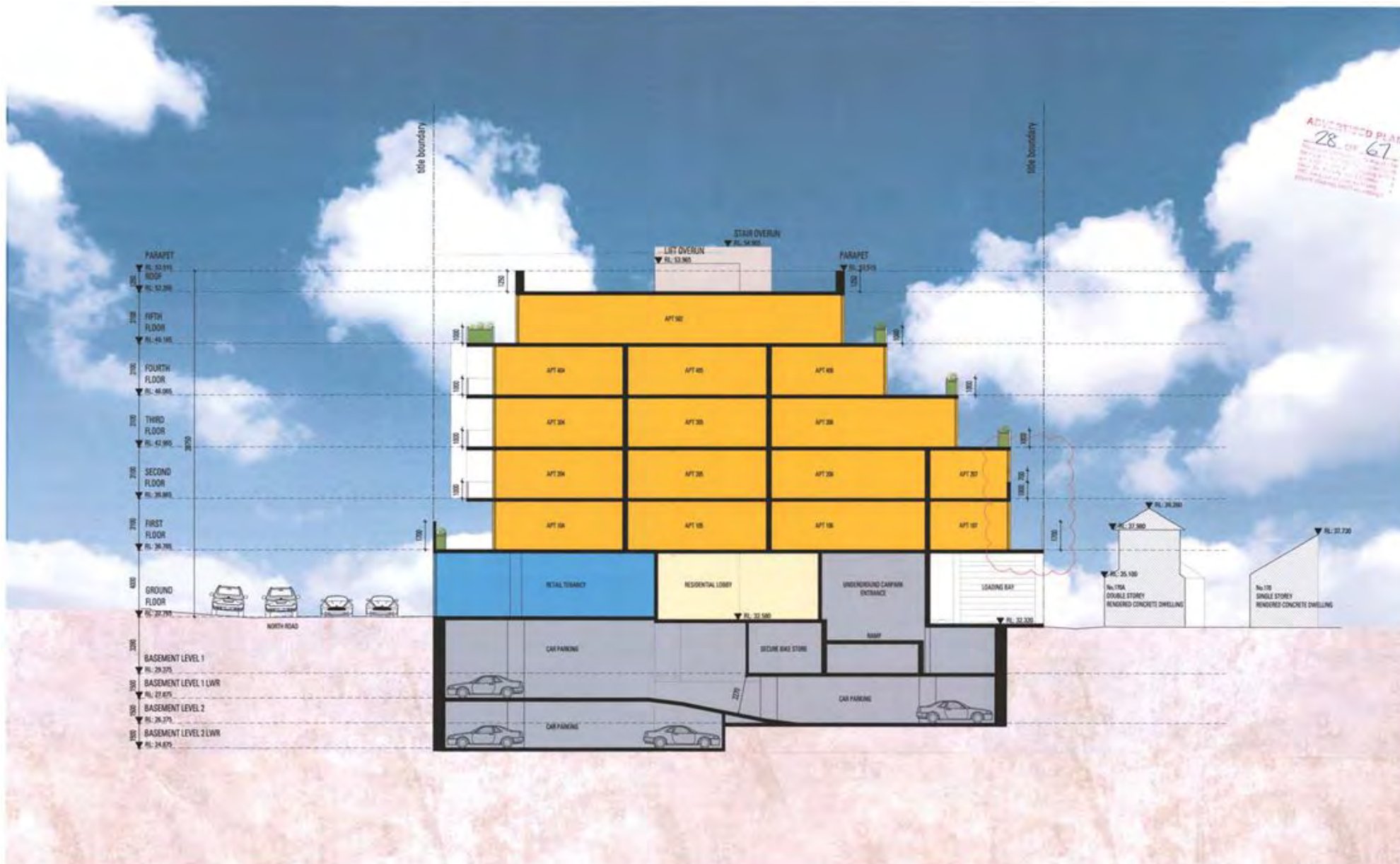
**C. DESIGN PROPOSAL**  
PROPOSED SECTION AA

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
PROPOSED SECTION BB**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:100 @ A1

DRAWING NO:  
**TP-301**



ADVERTISED PLAN  
 55 OF 67  
 11/11/2017 10:00:00 AM  
 11/11/2017 10:00:00 AM



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**442 - 452 NORTH ROAD, ORMOND  
 MIXED USE DEVELOPMENT**

PROJECT NO:  
 33 - 0223

REASON FOR ISSUE:  
 TOWN PLANNING

**C. DESIGN PROPOSAL  
 ARTIST'S IMPRESSION - NORTH ROAD**

REVISION  
 2

DATE:  
 NOVEMBER 17

SCALE:  
 1:100 @ A1

DRAWING NO  
**TP-500**



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**442 - 452 NORTH ROAD, ORMOND**  
**MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL**  
**ARTIST'S IMPRESSION - WHEATLEY RD**

REVISION:  
2

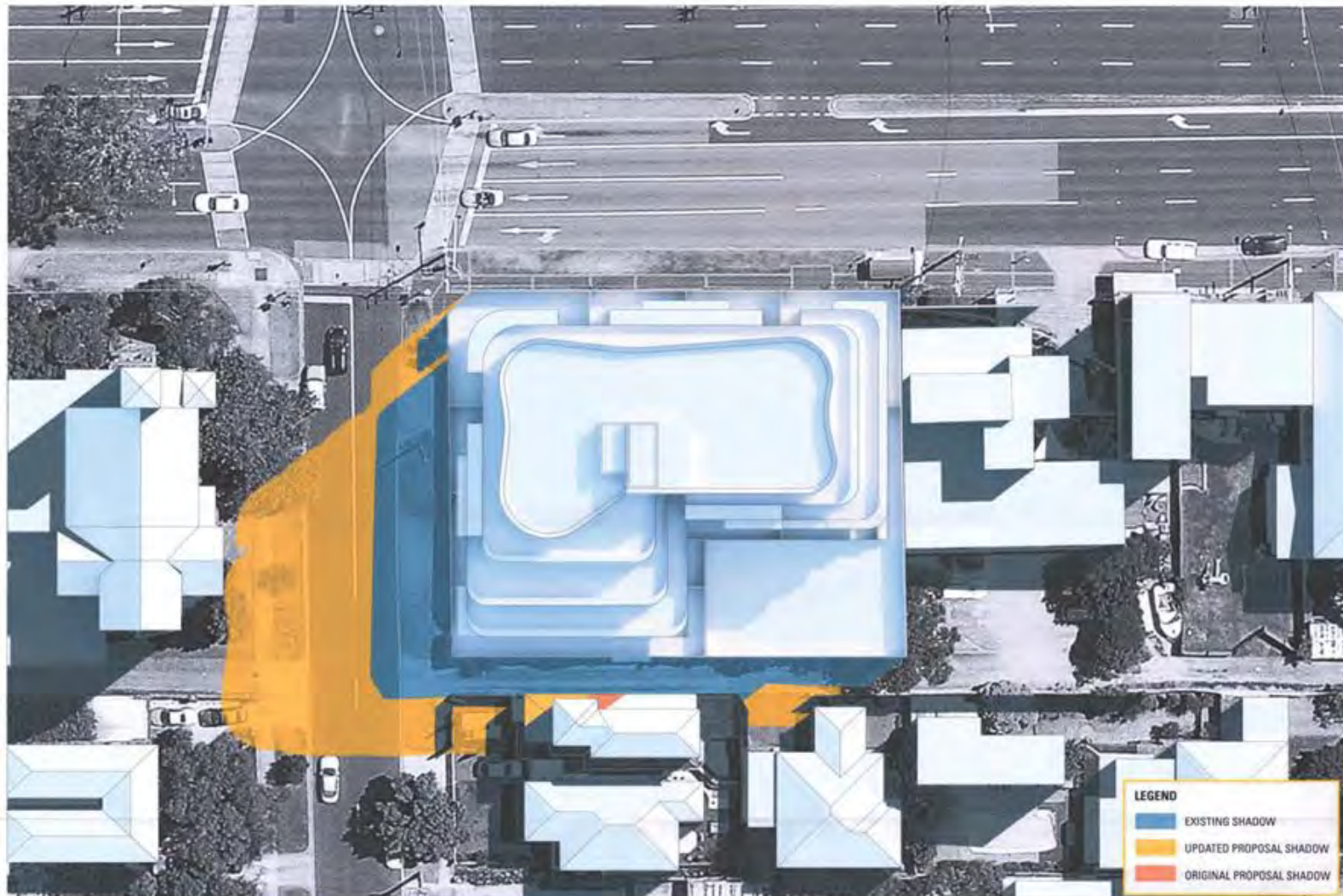
DATE:  
NOVEMBER 17

SCALE:  
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DRAWING NO:  
**TP-501**





ADVERTISED PLAN  
57 OF 67

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KEN 006 575 668

**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
SHADOW STUDY - 9 AM 22 SEP 2017**

REVISION:  
2

DATE:  
NOVEMBER 17

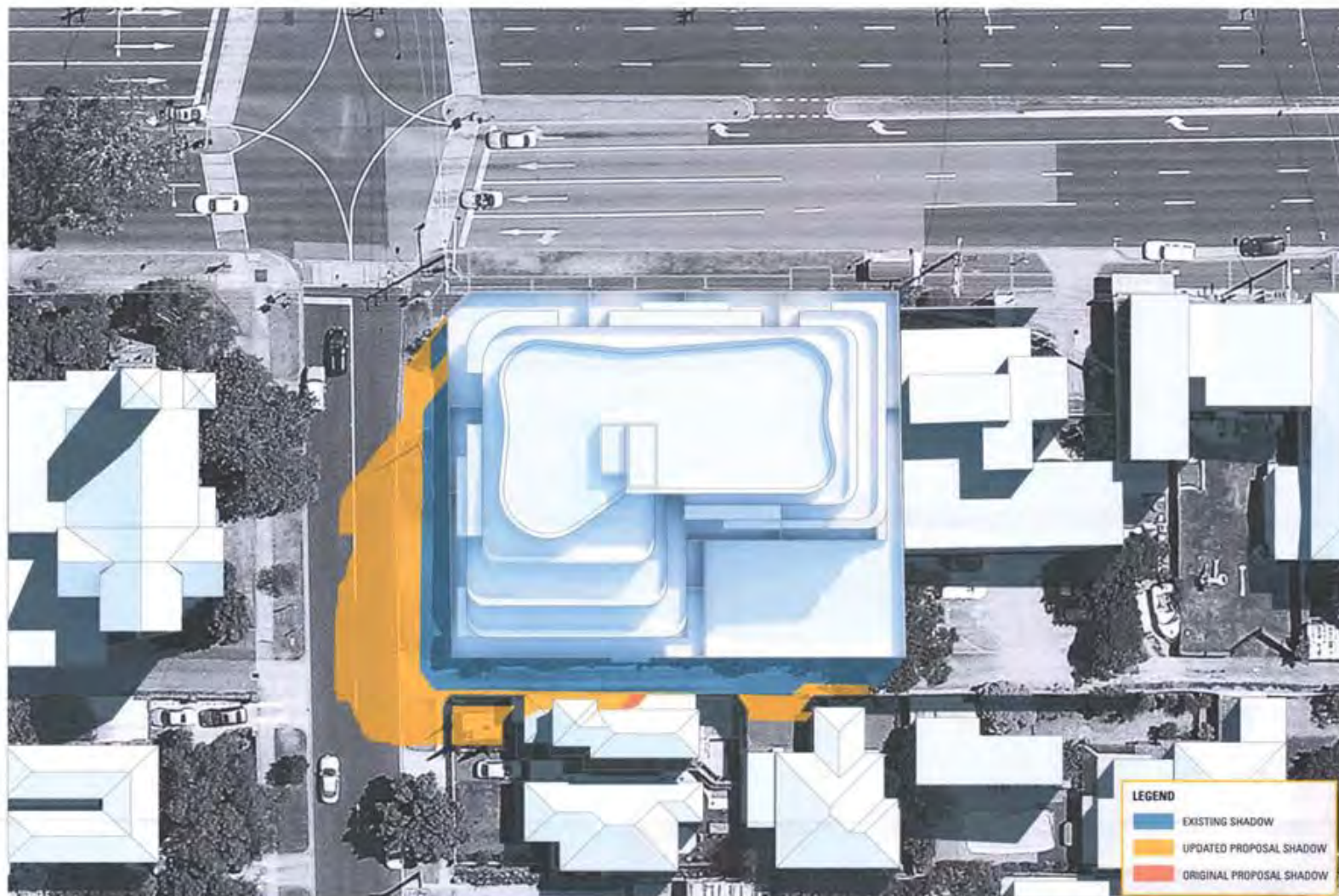
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DRAWING NO:  
**TP-600**



ADVERTISED PLAN  
 58 OF 67  
 PREPARED FOR: [illegible]  
 PREPARED BY: [illegible]  
 DATE: [illegible]



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ACN 006 975 668

**442 - 452 NORTH ROAD, ORMOND  
 MIXED USE DEVELOPMENT**

PROJECT NO:  
 33 - 0223

REASON FOR ISSUE:  
 TOWN PLANNING

**C. DESIGN PROPOSAL  
 SHADOW STUDY - 10 AM 22 SEP 2017**

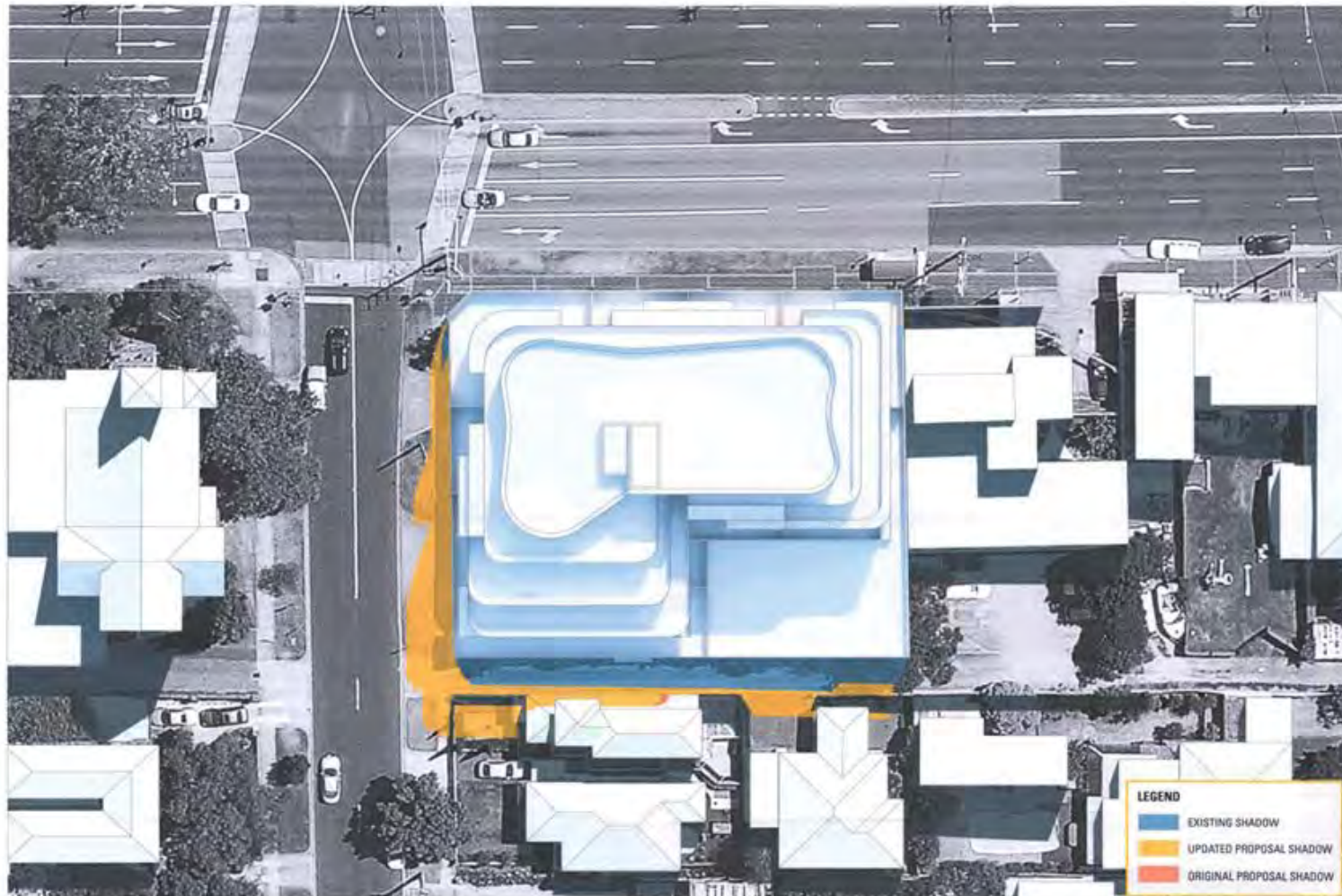
REVISION:  
 2

DATE:  
 NOVEMBER 17

SCALE:  
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DRAWING NO:  
**TP-601**



ADVERTISED PLAN  
59 of 67

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**442 - 452 NORTH ROAD, ORMOND**  
**MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL**  
**SHADOW STUDY - 11 AM 22 SEP 2017**

REVISION:  
2

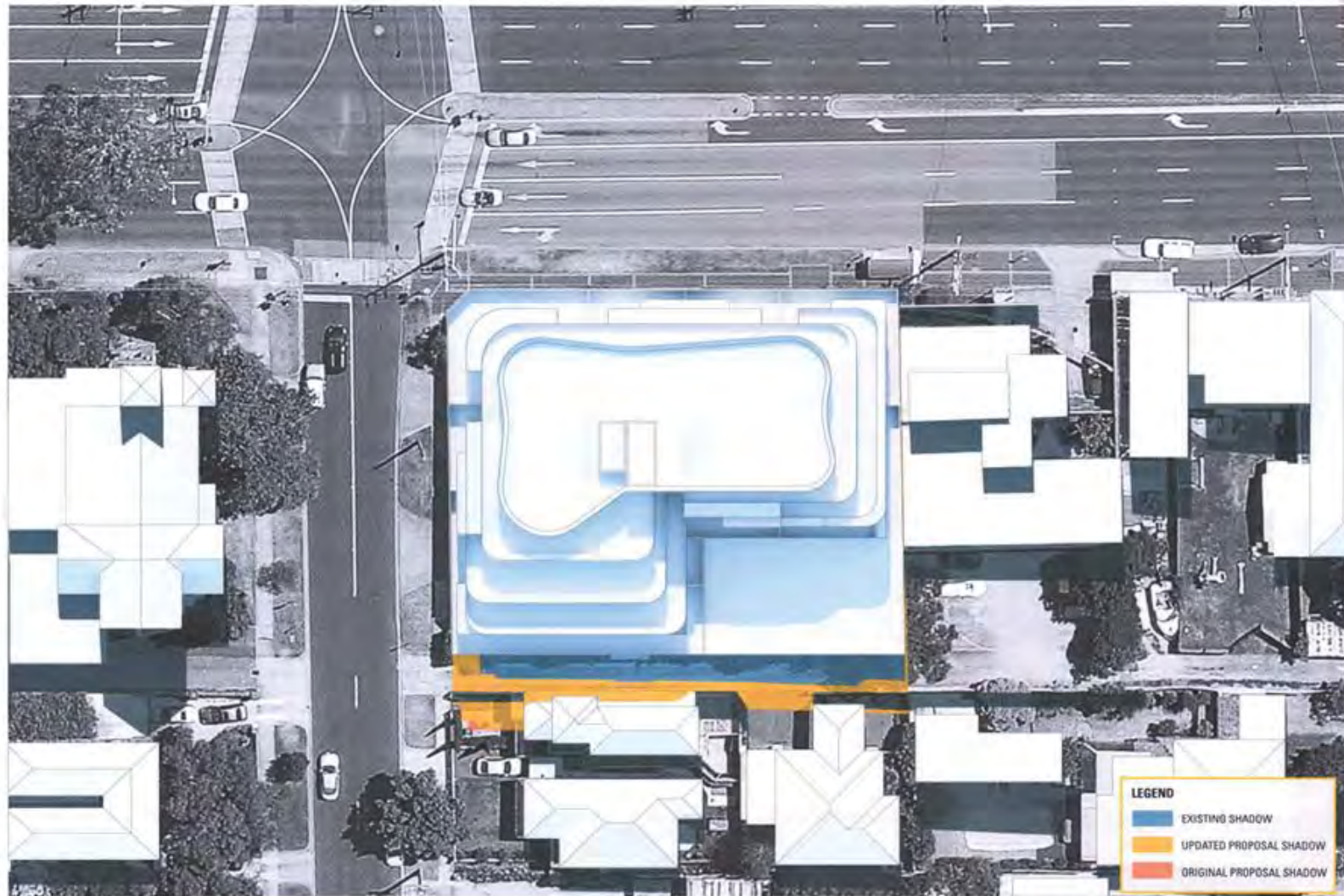
DATE:  
NOVEMBER 17

SCALE:  
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DRAWING NO:  
**TP-602**





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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
SHADOW STUDY - 12 PM 22 SEP 2017**

REVISION  
2

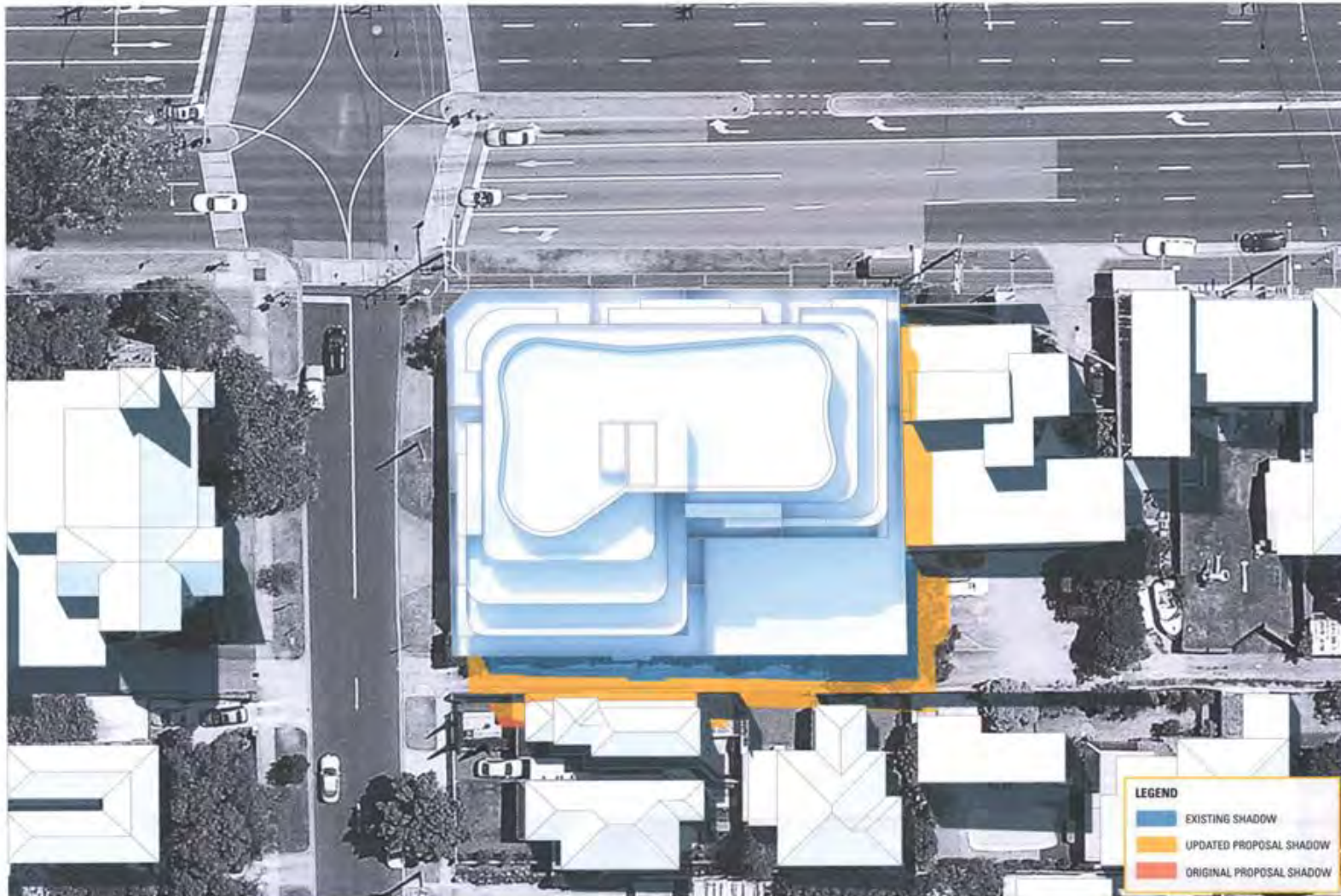
DATE:  
NOVEMBER 17

SCALE:  
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DRAWING NO:  
**TP-603**





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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO  
33 - 0223

REASON FOR ISSUE  
TOWN PLANNING

**C. DESIGN PROPOSAL  
SHADOW STUDY - 1 PM 22 SEP 2017**

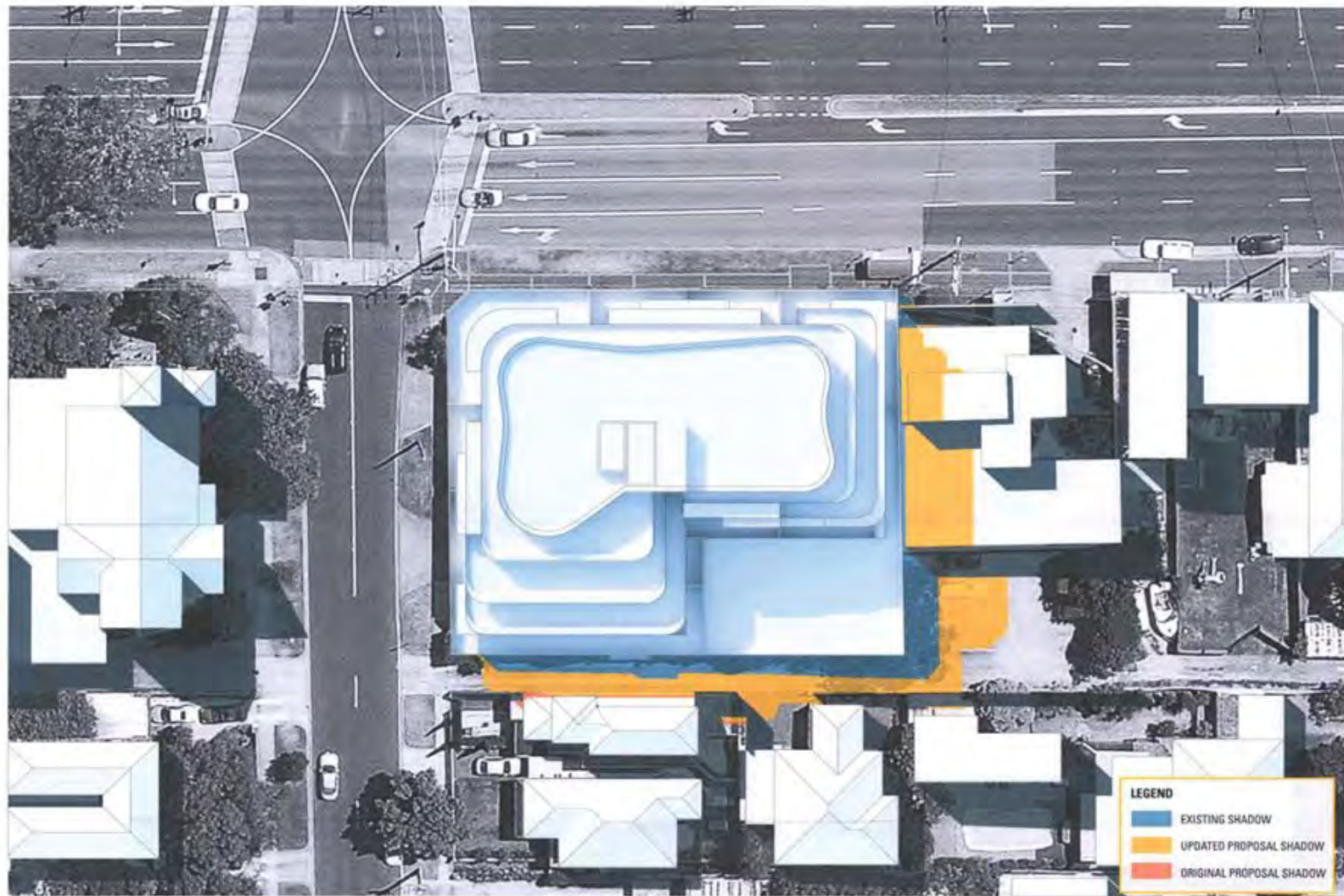
REVISION  
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DATE  
NOVEMBER 17

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DRAWING NO.  
**TP-604**



APPROVED PLAN  
62 OF 67

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**442 - 452 NORTH ROAD, ORMOND**  
**MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL**  
**SHADOW STUDY - 2 PM 22 SEP 2017**

REVISION:  
2

DATE:  
NOVEMBER 17

SCALE:  
1:200 @ A1



DRAWING NO:  
**TP-605**



ADVERTISED PLAN  
63 OF 67



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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
SHADOW STUDY - 3 PM 22 SEP 2017**

REVISION  
2

DATE:  
NOVEMBER 17

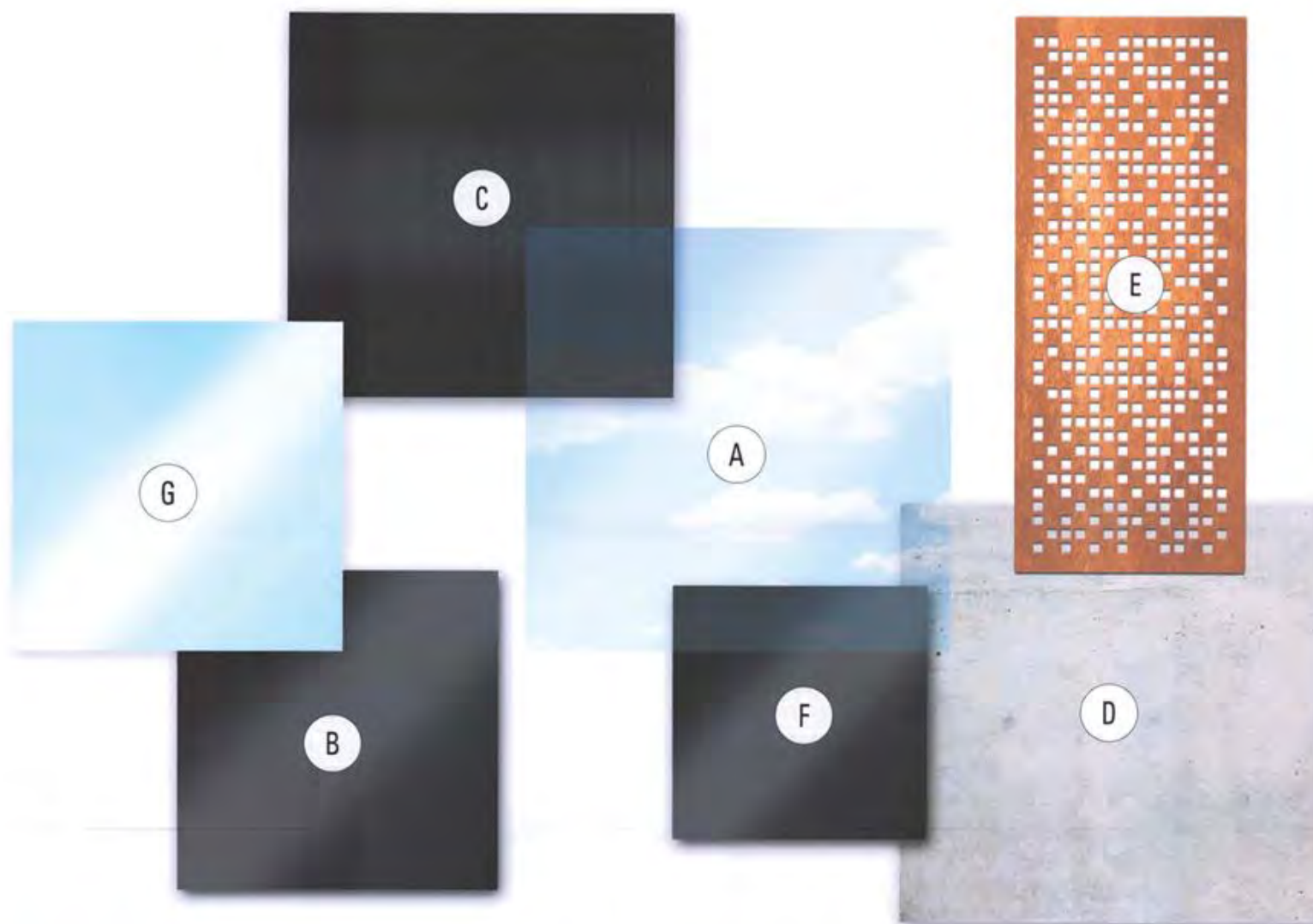
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DRAWING NO:  
**TP-606**



ADVERTISED PLAN  
64 of 67  
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- A REFLECTIVE GLAZING  
LIGHT BLUE TINT
- B SPANDREL GLAZING  
MID GREY COLOUR
- C ALUMINIUM CLADDING  
CHARCOAL COLOUR
- D LIGHT GREY RENDERED FINISH
- E PERFORATED ALUMINIUM SCREEN  
COPPER LOOK
- F NON-VISION GLAZING  
CHARCOAL COLOUR
- G NON-VISION GLAZING  
LIGHT BLUE TINT

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**442 - 452 NORTH ROAD, ORMOND  
MIXED USE DEVELOPMENT**

PROJECT NO:  
33 - 0223

REASON FOR ISSUE:  
TOWN PLANNING

**C. DESIGN PROPOSAL  
MATERIAL SCHEDULE**

REVISION:  
2

DATE:  
NOVEMBER 17

DRAWING NO:  
**TP-700**

YIELD SUMMARY: APARTMENT UNITS		
LEVELS	2 BEDROOM	3 BEDROOM
GROUND LEVEL	0	0
LEVEL 1	10	0
LEVEL 2	10	0
LEVEL 3	8	1
LEVEL 4	5	2
LEVEL 5	0	3
TOTAL	85% 33	15% 6
TOTAL UNITS IN DEVELOPMENT	39	

YIELD SUMMARY: CARPARKS, STORAGE UNITS AND BICYCLE SPACES			
LEVELS	CARPARKS	BICYCLE	EXTERNAL STORAGE
BASEMENT LEVEL 2	35	0	15
BASEMENT LEVEL 1	26	42	25
GROUND LEVEL	6	7	0
TOTAL	67	49	40

DEVELOPMENT SUMMARY: APARTMENT UNITS				
APARTMENT TYPE	RESIDENTIAL NSA (m <sup>2</sup> )	PRIVATE OPEN SPACE (m <sup>2</sup> )	BEDROOMS	INTERNAL STORAGE (m <sup>3</sup> )
1A	84	55	2	10
1B	82	28	2	10
1C	84	18	2	10
1D	84	11	2	10
2A	86	27	2	10
2B	86	24	2	10
2C	86	24	2	10
3A	82	28	2	13
3B	82	14	2	13
4A	83	78	2	11
4B	83	22	2	11
5A	83	23	2	10
5B	83	9	2	10
6A	91	25	2	13
6B	91	11	2	13
10A	81	20	2	14
10B	81	11	2	14
11A	84	83.3	2	10
11B	84	23	2	10
12	127	55	3	20
13	86	52	2	11
14	121	109	3	20
15	135	98	3	23
16	138	85	3	31
17	157	121	3	21
18	113	57	3	16



**ITEM 9.4      1 RIDDELL PARADE, ELSTERNWICK****Author:**            *Paul Wood, Manager Town Planning***File No:**            *GE/PP-31022/2017***Attachments:**    *Advertised plans***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Construction of three (3) double storey dwellings on land affected by the Neighbourhood Character Overlay and Design & Development Overlay
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Minimal Change Area Policy (Clause 22.08)
<b>APPLICANT</b>	Shoalhaven Developments Pty Ltd
<b>PLANNING SCHEME CONTROLS</b>	Neighbourhood Residential Zone Schedule 1 Neighbourhood Character Overlay (Clause 43.05) Design & Development Overlay (Clause 43.02)
<b>OBJECTIONS</b>	None received

**RECOMMENDATION**

That Council issues a *Notice of Decision to Grant a Planning Permit* for Application No. GE/PP-31022/2017 at 1 Riddell Parade, Elsternwick in accordance with the following conditions/grounds:

1. Before the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as TP1 Rev.A, TP2 Rev.A, TP3 Rev.A, prepared by Tom Koroneos Design, dated 16 October 2017) but modified to show:
  - (a) A Landscape Plan in accordance with Condition 2
  - (b) Sight Triangles for both accessways, measuring 1 metre along the property line, by 1.5 metres along the accessway. A notation is to be added to the plans indicating that this area is to be clear of any objects or vegetation greater than 600mm in height
  - (c) Both crossovers and accessways clearly dimensioned and aligned with each other. A notation is to be added to the plans indicating that crossovers will be constructed as splayed crossovers, to Council Standard.
  - (d) A splay provided in the north western corner of the site, measuring 1.5 metres along the north-western boundary and 1.5 metres along the footpath to provide adequate sightlines for pedestrians
  - (e) A minimum height clearance of 2.1 metres provided at the opening and within garages, with this dimension clearly shown on the plans.
  - (f) Delineation of a 2m Tree Protection Zone for both the Chinese Elm Street Trees, with a notation added that no excavation is to come within 1.4m of this tree.
  - (g) A notation on the plans that the Plane Tree Street Tree is to be removed at the cost of the applicant, in agreement with Council Parks Services.
  - (h) The delineation of separate Tree Protection Zone (TPZ) & Tree Protection Fencing (TPF) for the following tree/s at the prescribed radial distance from the base of tree trunk to define a tree protection zone (TPZ):
    - Tree 3 (neighbouring Pencil Pine to South-east) – 2.1m
    - Tree 4 (neighbouring Pencil Pines to South-east) – 2.1m each specimen
    - Trees 13 & 14 (adjacent Lightwoods to South-west) – 2.9m each
    - Tree 16 (California Palm along the site frontage – to be retained) – 3.0m
  - (i) The delineation of root sensitive footings where any part of the development comes within the following TPZ's:
    - Tree 3 (neighbouring Pencil Pine to South-east) – 2.1m
    - Tree 4 (neighbouring Pencil Pines to South-east) – 2.1m each specimen
    - Trees 13 & 14 (adjacent Lightwoods to South-west) – 2.9m each

- Tree 16 (California Palm along the site frontage – to be retained) – 3.0m
- (j) The delineation of root sensitive permeable paving where any part comes within comes within the following TPZ's:
  - Tree 3 (neighbouring Pencil Pine to South-east) – 2.1m
  - Tree 4 (neighbouring Pencil Pines to South-east) – 2.1m each specimen
  - Trees 13 & 14 (adjacent Lightwoods to South-west) – 2.9m each
  - Tree 16 (California Palm along the site frontage – to be retained) – 3.0m

When approved, the plans will be endorsed and will then form part of this Permit.

2. Before the commencement of buildings and works, a detailed Landscape Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:
  - (a) A survey, including botanical names, of all existing vegetation to be retained.
  - (b) Buildings and trees (including botanical names) on neighbouring properties within 3 metres of the boundary.
  - (c) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways.
  - (d) Landscaping and planting within all open space areas of the site.
  - (e) Advanced canopy trees (minimum 3.0 metres tall when planted unless otherwise agreed to in writing by the Responsible Authority) in the following areas:
    - (i) Five Trees within the front setback
    - (ii) One Tree within the northern setback

or 6 trees in locations to the satisfaction of the Responsible Authority.

Trees are not to be sited over easements. All species selected must be to the satisfaction of the Responsible Authority

3. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed and maintained to the satisfaction of the Responsible Authority.
4. The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority
5. All retained vegetation as shown on the endorsed plan(s) must be protected in line with the requirements of the Australian Standard AS 4970-2009 'Protection of trees on development sites' and in particular sections 4.0 (4.1-4.6).



6. Prior to the commencement of the buildings and works (including demolition), a tree protection fence must be erected around the following tree/s at the prescribed radial distance from the base of the trunk to define a tree protection zone (TPZ):

- Tree 3 (neighbouring Pencil Pine to South-east) – 2.1m
- Tree 4 (neighbouring Pencil Pines to South-east) – 2.1m each specimen
- Trees 13 & 14 (adjacent Lightwoods to South-west) – 2.9m each
- Tree 16 (California Palm along the site frontage – to be retained) – 3.0m

This fence must be constructed of star pickets and chain mesh (or similar) to the satisfaction of the Responsible Authority.

The tree protection fence must remain in place until the construction within the tree protection zone is required. The tree protection zone for that component of the development not required for construction must remain fenced until construction is complete. No vehicular or pedestrian access, trenching or soil excavation is to occur within the tree protection zone.

No storage or dumping of tools, equipment or waste is to occur within the tree protection zone.

The ground surface of the tree protection zone must be covered by a protective 100mm deep layer of mulch prior to the development commencing and be watered regularly to the satisfaction of the Responsible Authority.

7. Any pruning that is required to be done to the canopy or root system of any trees retained on-site or where the canopy of neighbouring property tree/s overhang the site, is to be done by a qualified Arborist to Australian Standard – Pruning of Amenity Trees AS 4373 – 2007, Standards Australia

8. Root sensitive footings such as pier and beam or screw pile footings (or similar) are to be used where any part of the development comes within the following TPZ's. If used, the beam should be designed to be positioned above soil grade to minimise soil excavation & root severance:

- Tree 3 (neighbouring Pencil Pine to South-east) – 2.1m
- Tree 4 (neighbouring Pencil Pines to South-east) – 2.1m each specimen
- Trees 13 & 14 (adjacent Lightwoods to South-west) – 2.9m each
- Tree 16 (California Palm along the site frontage – to be retained) – 3.0m.

9. The proposed works must not cause any damage to the canopy, roots or the Tree Protection Zones of the existing Chinese Elm street trees.

10. Prior to the commencement of the buildings and works (including demolition), a tree protection fence must be erected around the Chinese Elm street trees at a radius of 2 metres from the base of the trunk to define a 'tree protection zone'. Temporary fencing is to be used as per AS 4870-2009 section 4.3. This fence must be constructed of star pickets and chain mesh (or similar) to the satisfaction of the Responsible Authority. The tree protection fence must remain in place until the construction within the tree protection zone is completed. The tree protection zone for that component of the development not required for construction must remain fenced until construction is complete. No vehicular or pedestrian access, trenching or soil excavation is to occur within the tree protection zone. No storage or dumping of tools, equipment or waste is to occur within the tree protection zone.

11. The ground surface of the tree protection zone must be covered by a protective 100mm deep layer of mulch prior to the development commencing and be watered regularly to the satisfaction of the Responsible Authority.

Above ground canopy TPZ (Tree Protection Zone) to be adopted. No works, structures or machinery will come within 1m of the trees crown/canopy as per AS 4870-2009 section 3.3.6.

Tree Protection Zone (TPZ) fencing must be adopted to protect the street tree's trunk. Set at edge of TPZ on all sides (Finishing at paved surfaces). Temporary fencing to be used as per AS 4870-2009 section 4.3.

Hand excavate any area within 1.5m of the Tree Protection Zone (TPZ). If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.

Ground protection is to be used if temporary access for machinery is required within the Tree Protection Zone (TPZ). Strapped rumble boards are to be used within TPZ to limit ground compaction as per AS 4870-2009 section 4.5.3.

12. No excavation is to come within 1.5m of the existing street tree, (measured from the centre of the trunk), without the prior consent of the Responsible Authority. Any excavation within 1.5m of the tree protection zones must be hand excavated. If roots over 40mm are found, Park Services are to be notified and further inspections will be carried out.

Ground protection is to be used if temporary access for machinery is required within the TPZ (Tree Protection Zone). Strapped rumble boards are to be used within the tree protection zone to limit ground compaction as per AS 4870-2009 section 4.5.3

13. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required

14. This Permit will expire if:

- The development does not start within two (2) years from the date of this Permit; or
- The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

15. No buildings or works are to be constructed over any easement or other restriction on the land or any sewers, drains, pipes, wires or cables under the control of a public authority without the prior written consent of the relevant authority and the Responsible Authority
16. Prior to the commencement of the development, a schedule of construction materials, external finishes and colours (incorporating details such as paint/render samples) must be submitted to, and approved by, the Responsible Authority. When approved, the schedule will be endorsed and will form part of the permit
17. Prior to the occupation of the development, the walls on the boundary of adjoining properties must be cleaned and finished in a manner to the satisfaction of the

Responsible Authority. Painted or bagged walls must be finished to a uniform standard and unpainted or unrendered walls must have all excess mortar removed

18. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:

- (a) constructed;
- (b) properly formed to such levels that they can be used in accordance with the plans;
- (c) surfaced with an all weather sealcoat;
- (d) drained;

to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose

19. Vehicular crossing(s) must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority
20. All disused or redundant vehicle crossings must be removed and the area re-instated with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority

#### VicTrack Conditions

21. The permit holder must, at all times, ensure that the common boundary with railway land is fenced at the permit holder's expense to prohibit unauthorised access to railway land
22. The permit holder must not, at any time:
- (a) Allow any drainage, effluent, waste, soil or other materials to enter or be directed to the railway land; or
  - (b) Store or deposit any waste, soil, or other materials on the railway land
23. The permit holder must not plant any plants or tree species that are likely to cause any future overhang onto the railway land or disturbance to the railway operations.
24. Before the commencement of the development, including demolition or bulk excavation, the permit holder must contact the Rail Operator through the email address [metrositeaccess@metrotrains.com.au](mailto:metrositeaccess@metrotrains.com.au) to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to the railway land.
25. All works, including hoardings, must be undertaken within the subject land and must not encroach onto the railway land.

#### Notes:

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be



specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit
- C. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- D. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- E. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department
- F. Consideration is required when installing domestic services (i.e – air conditioning units, heaters, pool pumps, water tanks and the like). The owner/occupier/permit holder/developer must take all reasonable and practicable measures in locating domestic services in position that reduce any amenity impact on adjoining properties. This includes selecting an appropriate installation position and enclosing the domestic service. Further information regarding noise from domestic services can be found in the Environmental Protection Act 1970
- G. No net increase in peak stormwater runoff is to occur to the Council drainage network. Post-development peak storm water discharge to the Council drainage network must be maintained to the predevelopment level for 10 year ARI. Detailed plans and computations should be submitted to Council's Infrastructure Assets Department for approval prior to the commencement of any construction works
- H. Council Engineering Services encourage the use of rainwater tanks for storage and reuse for toilet and irrigation purposes and/or stormwater detention systems.
- I. All on-site stormwater is to be collected from the hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from each driveway onto the footpath. Such a system may include either:
  - i. Trench grate (150mm minimum internal width ) located within the property and/or;
  - ii. Shaping the driveway so that water is collected in a grated pit on the property
- J. The proposed sheds over the easement that runs along the western boundary are subject to an assessment by Engineering Services. An application required for Council's consent to Erect a Building or Structure Over Easement as part of the Building permit process
- K. Any firefighting equipment for the building shall be accommodated within title boundary. Submitted plans are not showing location of any hydrant / booster. Council will not allow private fire equipment in the Road Reserve

- L. All relevant Engineering Permits must be obtained prior to the commencement of any works within the Road Reserve and/or stormwater connection to Council drainage network

## ISSUES AND DISCUSSION

- Zoning and policy context
- Neighbourhood character
- Height, scale and massing
- Amenity impacts
- Landscaping
- Internal amenity
- Car parking and traffic

### Proposal

- Demolition of the existing dwelling
- Construction of 3 double storey attached dwellings
- Each unit would have 3 bedrooms
- Vehicle access would be from 2 vehicle crossings to Riddell Parade
- Each dwelling would be provided with a single garage and a tandem car space on the driveway
- Maximum overall building height would be 7.4 metres
- Site coverage would be 50%
- Permeability would be 35%

### Referrals

#### Landscape Officer

- Tree 16 in the front yard contributes to the landscape character and it is suggested that it be retained. A permit condition would require this Tree protection conditions will be required.
- A landscape plan will be required including the provision of canopy trees.

#### Traffic

- No objection to the proposal however requires some design modifications to the access ways to ensure compliance with relevant standards.

#### Heritage Officer

- Raises concerns about the two storey proposal and its contrasting appearance to the predominant character of the area. The heritage advisor however also advises that the proposal bookends the rest of the streetscape and therefore its bulk is acceptable.

#### Asset Engineering

- The proposal is acceptable subject to conditions and notes regarding drainage.

#### VicTrack

- No objection to the proposal subject to conditions to be included on any permit issued.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource and asset management implications.

**POLICY AND LEGISLATIVE IMPLICATIONS**Zoning and policy context

The site is located within the Neighbourhood Residential Zone and is subject to consideration under the Minimal Change Area Policy.

Whilst the purpose of the Minimal Change Area Policy is to promote predominantly single dwellings and 2 dwelling developments, the Policy allows Council to consider applications for more than 2 dwellings. The Policy requires the proposal to satisfy the higher standards for site coverage, rear setback and private open space prescribed in the schedule to the zone. The site should be a large site or in an area characterised by multi-unit developments.

The proposal satisfies the above criteria as follows:

- Site coverage of 51% (50% is the standard);
- Rear setback 1.52m (4.0m is the standard);
- Permeability 35% (25% is the standard)
- Private open space Unit 1 40sqm, Unit 2 40sqm, Unit 3 58sqm (60sqm required, including a secluded area of 40sqm with a minimum dimension of 4m).; and
- The site area of 715sqm is larger than adjoining lots.

Having regard to the above, it is considered that the proposal has a high level of compliance with the Minimal Change Area Policy.

Neighbourhood character

The surrounding built environment, whilst within a Neighbourhood Character Overlay area, features a diverse range of building styles, forms and scales.

Directly opposing the site to the north-east is a substantial two storey, flat roofed block of apartments, which contrasts significantly with the older dwellings to which the policy largely refers. Whilst offering a substantial contrast, it is noted that this building makes a significant contribution to local character, and is an important element in terms of identifying the evolution of the built environment over time.

In addition, the site to the south of the subject site features a large two storey building, of contrasting materials with the older housing stock, and presents in a form which (whilst having a degree of common design components) appears as a modern building attempting to reference the older housing stock.

It is considered that the modern form proposed is a response to these buildings, and picks up on a series of design cues particularly from the apartment building to the north-east.

In terms of the front setback, the proposal achieves the ResCode objective and with a 6.4 metre setback to the adjoining dwellings tapering to 3.6 metres at the northernmost wedge.

The proposed development, whilst of a modern and somewhat contrasting form, is considered to “bookend” the Neighbourhood Character Overlay area, and will provide an acceptable response in relation to the immediate character.

It is noted that the Heritage Advisor has detailed a number of concerns in relation to the proposed form of the development, and the design of the front fences proposed, citing that



the proposed development will be at odds with the existing character of single storey dwelling forms with expressed roof forms.

Equally, whilst noting the advisors comments in relation to the desired fence height being 1.2m, the subject site has an existing fence which substantially exceeds this height, with fences on neighbouring sites and those opposite also substantially exceeding this height. It can be argued that the prevailing character in the immediate locality is one of high front fences, of diverse materials and that the breaks provided by crossovers will result in an improved streetscene interaction.

It is therefore considered, on balance, that the proposed form is acceptable within the individual context of the site and that the proposed dwellings are an appropriate solution within the context of the site, and will adequately address the Neighbourhood Character objectives of Clause 55 and the objectives of the Neighbourhood Character Overlay and Design and Development Overlay.

#### Height, scale and massing

The maximum overall height of 7.4m is within the 9.0m height limit for the zone. The scale and massing of the proposal is reflective of the dwellings to the south.

#### Amenity impacts

The proposal complies with the relevant amenity based ResCode standards for side setbacks, daylight to habitable room windows and overshadowing. It is noted that the proposal does not comply with rear setbacks, which under the standard is 4 metres. It is however considered that within the context of the site, noting the proximity to the railway line, a reduced setback is acceptable as there is no contribution of this area to "open backyard character" nor is there any interface with residential garden areas.

#### Landscaping

A large tree at the front of the site will be required to be retained with associated tree protection conditions. A landscape plan will be required to be submitted with provision for six canopy trees.

#### Internal amenity

The dwellings would have satisfactory internal amenity with good access to sunlight and daylight for habitable rooms and adequate private open spaces.

Whilst private open space is generally not supported within the front setback, as it necessitates high front fencing, it is noted that the site is currently bordered by high front fencing, and not considered that open space in the rear (adjacent to the railway) would be an ideal outcome in terms of amenity provision for future residents

#### Car parking and traffic

The proposal would result in the loss of one on-street space, and Council's Traffic Engineers have indicated that they would like the nature strip length increased between the two crossovers to a minimum of 12.5m.

It is noted that the development makes full provision for car parking. In addition, the required modifications would result in the crossover being located approximately 3 metres further to the north, which would require a complete redesign of the site.

It is not considered that the desire for an extra on-street parking space would warrant a refusal of permission, and not considered that such a request for redesign of the site is appropriate to require as a Condition 1 modification. Such a change would represent a transformation of the proposal.

It is therefore considered that, noting the proximity to public transport on Glen Huntly Road, the loss of one on-street space is acceptable.

## **COMMUNICATION AND ENGAGEMENT**

### Public Notice (Statutory)

- 24 properties notified
- 32 notices sent (owners and occupiers)
- 2 signs erected on site
- 0 objections received

## **LINK TO COUNCIL PLAN**

Liveable and Well Designed: A well planned City that is a great place to live.

## **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

## **CONCLUSION**

That a Notice of Decision to Grant a Planning Permit be issued.



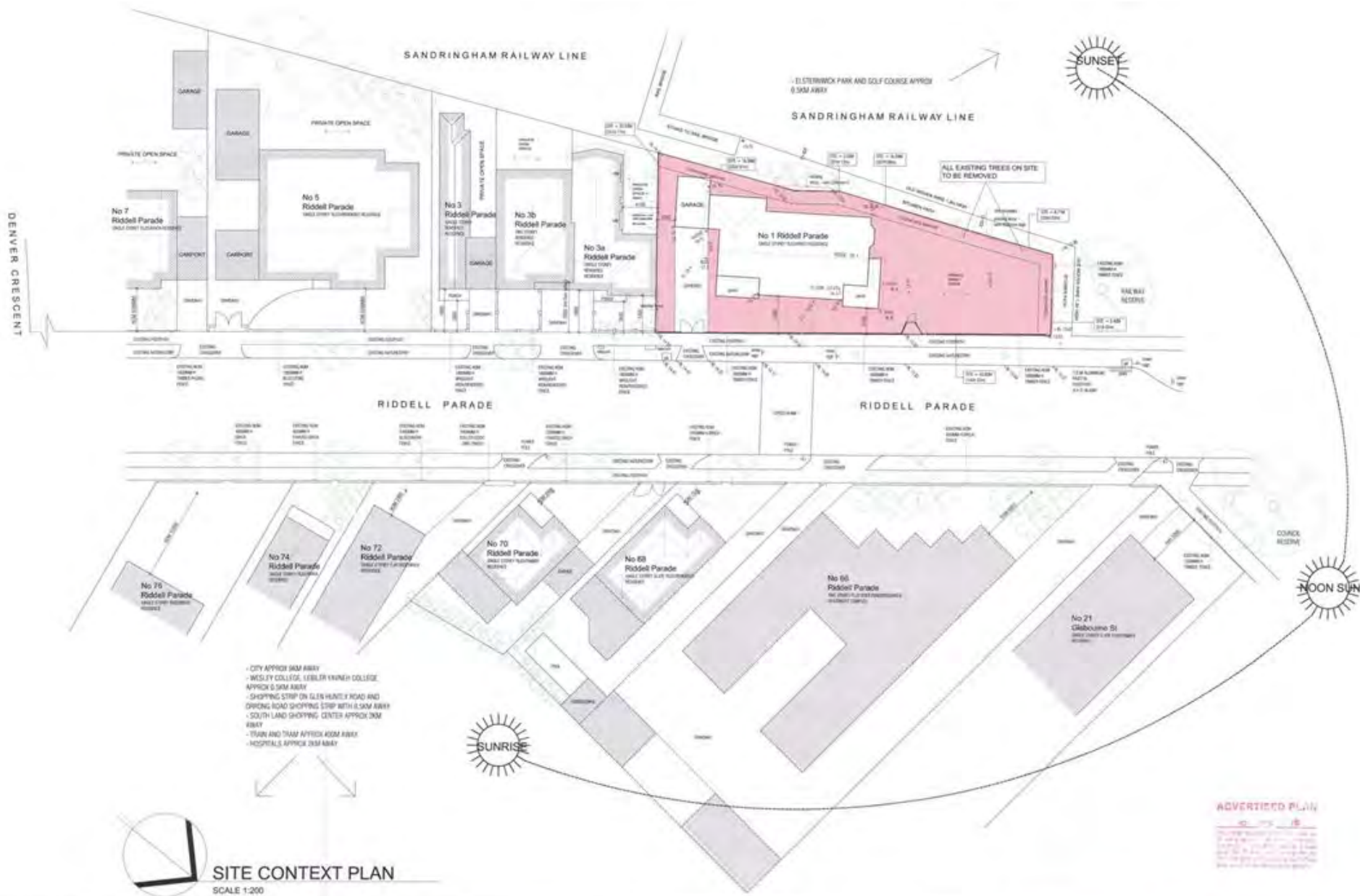
## RIDDELL PARADE

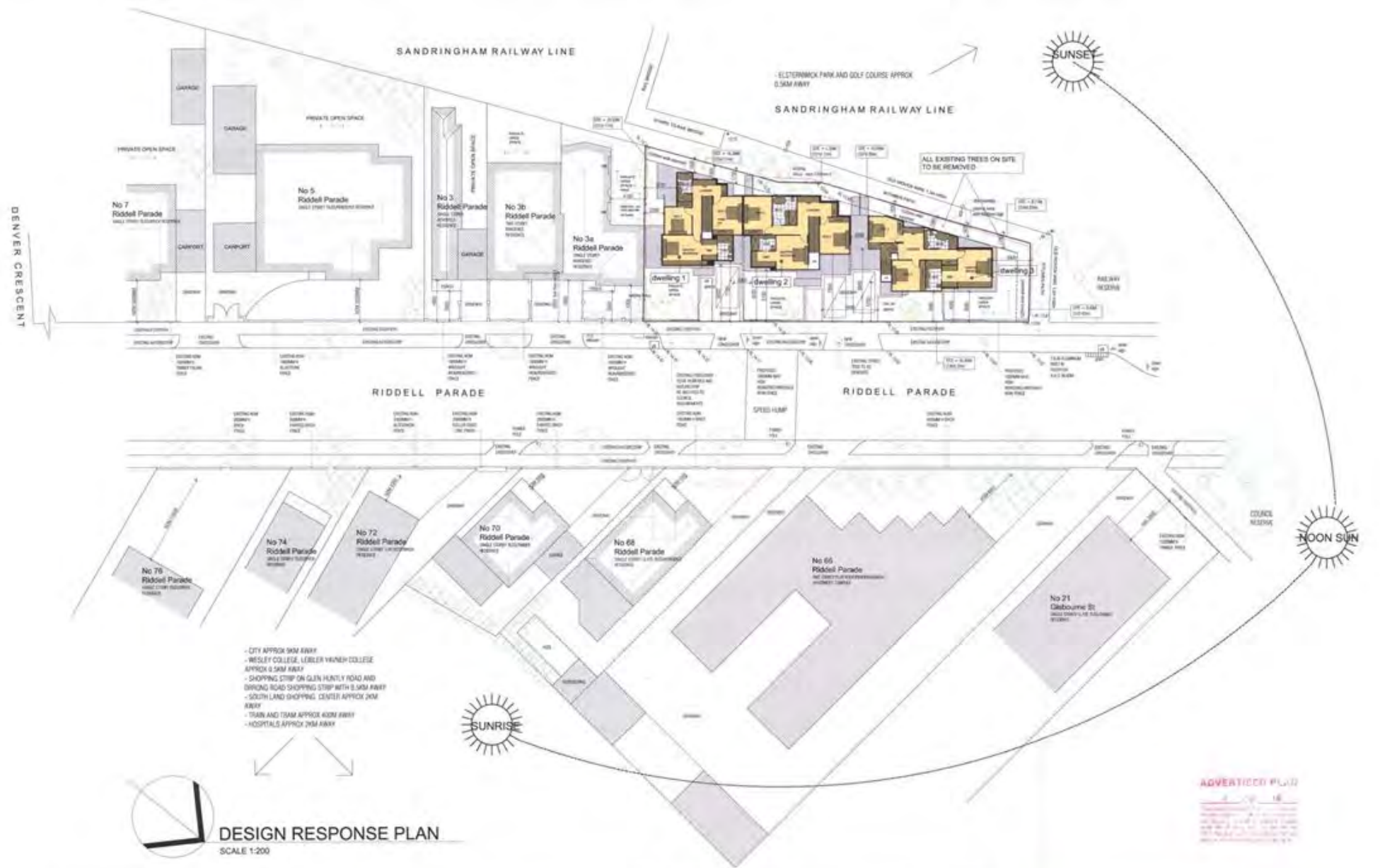
Denotes  
garden area = 265m<sup>2</sup> (which is 37.1% of site)

PROPOSED GROUND FLOOR AND SITE PLAN - showing garden area calculation  
SCALE 1:100















note - all building heights shown on elevations have been taken above existing natural ground level



**NORTH-EAST ELEVATION - facing Riddell Parade**  
SCALE 1:100



NORTH-WEST ELEVATION - dwelling three  
SCALE 1:100



**SOUTH-WEST ELEVATION - rear yards**  
SCALE 1:100



**SOUTH-EAST ELEVATION - dwelling one**  
SCALE 1:100

### EXTERNAL FINISHES SCHEDULE

ZINC	RENDER	ALUM	WIDCOW	TIMBER	TIMBER BATTENS	COMPRESSED SHEET	PAPERS - INCLUDING GROUNDWATER
TRUCKING, FUEL, AND LOADING (WATER, FUEL, AND OTHERS) - (2000) CONCRETE	UNPAVED DRIVE (2000) RENDER (2000) - (2000) CONCRETE	CONCRETE (2000) FUEL (2000) - (2000) CONCRETE	ALUMINUM (2000) WIDCOW (2000) - (2000) CONCRETE	TIMBER (2000) TIMBER BATTENS (2000) - (2000) CONCRETE	ALUMINUM (2000) TIMBER BATTENS (2000) - (2000) CONCRETE	CONCRETE (2000) TIMBER BATTENS (2000) - (2000) CONCRETE	ALUMINUM (2000) TIMBER BATTENS (2000) - (2000) CONCRETE

REVISION DATE	DESCRIPTION
REV A	18th OCTOBER 2017 - COUNCIL REQUEST FOR FURTHER INFORMATION

NOTE:

BUILDERS/CONTRACTORS SHALL VERIFY SITE DIMENSIONS PRIOR TO COMMENCING CONSTRUCTION. BUILDERS/CONTRACTOR SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY VARIATIONS TO DIMENSIONS. ALL DIMENSIONS ARE IN MILLIMETERS AND FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED WORKS. WORKS SHALL ALSO CONFORM TO SPECIFICATIONS AND CONSULTANT DOCUMENTATIONS/DRAWINGS.

ADDRESS 1 RIDDELL PARADE ELSTERNWICK  
CLIENT SHOALHAVEN DEVELOPMENTS PTY LTD

## TOWNPLANNING DRAWINGS

TOM KORONEOS D.E.S.I.G.N.

PO BOX 4151  
EAGLEMONT VIC 3084  
P 0117 536 824  
F 02 9458 9524  
E [info@magnum-hair.com](mailto:info@magnum-hair.com)

DRAWING TITLE  
ELEVATIONS

SCALE  
1:100 feet

DATE: 1999 OCTOBER 20 4 7

DESIGNED BY	TP3
CHECKED BY	
REVISION NO.	

TP3









REVISION DATE	DESCRIPTION	NOTE	ADDRESS	CLIENT	PROJECT TITLE	DRAWING TITLE	SCALE	DATE	JOB NO.	DESIGNED BY	REVISION NO.	TP6
REV A	18th OCTOBER 2011 - COUNCIL REQUEST FOR FURTHER INFORMATION	BUILDING CONTRACTORS SHALL VERIFY SITE DIMENSIONS PRIOR TO COMMENCING CONSTRUCTION. BUILDER/CONTRACTOR SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY VARIATIONS TO DIMENSIONS. ALL DIMENSIONS ARE IN MILLIMETERS AND FLOORED DIMENSIONS SHALL TAKE PRECEDENCE OVER UNFLOORED WORKS. WORKS SHALL ALSO CONFORM TO SPECIFICATIONS AND CONSULTANT DOCUMENTATION/DRAWINGS.	1 RIDDELL PARADE ELSTERNWICK	SHOALHAVEN DEVELOPMENTS PTY LTD	TOWNPLANNING DRAWINGS	3PM SHADOW	1:100 (S41)	18th OCTOBER 2011	201108		A	

**TOM KORONEOS D.E.S.I.G.N.**  
 PO BOX 4151  
 EAGLEMONT VIC 3084





**ITEM 9.5        27 DRAPER STREET, MCKINNON****Author:**            *Paul Wood, Manager Town Planning***File No:**            *GE/PP-30772/2017***Attachments:**    *Advertised plans***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Construction of three (3) double storey dwellings
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Minimal Change Area Policy
<b>APPLICANT</b>	George and Tracey Thomaidis
<b>PLANNING SCHEME CONTROLS</b>	Neighbourhood Residential Zone (Schedule 1) Special Building Overlay
<b>OBJECTIONS</b>	1

## RECOMMENDATION

That Council issues a Notice of Decision to Grant a Planning Permit for Application No. GE/PP-30772/2017 at 27 Draper Street, McKinnon, in accordance with the following conditions:

1. Before the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as Drawing No's., TP3.00, TP3.01, TP4.00 and TP3.00 (Fence Plan and Elevation), prepared by Pink Architecture and dated 15 June 2017) but modified to show:
  - a) A landscape plan in accordance with Condition 2.
  - b) The area of the secluded private open space of Unit 2 increased to a minimum of 46sqm so that a total of 60sqm of private open space is provided for this dwelling.
  - c) The provision of freestanding trellis (maximum of 25% openings) to a height of at least 2.4m above ground level adjacent to the southern boundary and opposite that part of Unit 3 starting at a point in line with the rear of the garage of that dwelling and ending at the western boundary.
  - d) The OBS note for obscure glass to also state that these windows will be fixed to a height of at least 1.7m above floor level.
  - e) The plans to be drawn to a scale of 1:100 on A1 paper.
  - f) The deletion of the Melbourne Water notes.
  - g) The large tree along the rear west boundary labelled as a tree to be retained.
  - h) The delineation of separate Tree Protection Zone (TPZ) and Tree Protection Fencing (TPF) for the following tree at the prescribed radial distance from the base of tree trunk to define a tree protection zone (TPZ):
    - The large tree along the rear west boundary – 6.0m.
  - i) The delineation of root sensitive footings where any part of the development comes within the following TPZ:
    - The large tree along the rear west boundary – 6.0m.
  - j) The delineation of root sensitive permeable paving where any part comes within the following TPZ:
    - The large tree along the rear west boundary – 6.0m.

When approved, the plans will be endorsed and will then form part of this Permit.

2. Before the commencement of buildings and works, a detailed Landscape Plan to the satisfaction of the Responsible Authority must be submitted to, and approved by the Responsible Authority. When the Landscape Plan is approved, it will become an endorsed plan forming part of this Permit. The Landscape Plan must incorporate:
  - a) A survey, including botanical names, of all existing vegetation to be retained.
  - b) Buildings and trees (including botanical names) on neighbouring properties within 3 metres of the boundary.
  - c) A planting schedule of all proposed vegetation including botanical names; common names; pot sizes; sizes at maturity; quantities of each plant; and details of surface finishes of pathways and driveways.
  - d) Landscaping and planting within all open space areas of the site.



- e) Advanced canopy trees (minimum 3.0 metres tall when planted unless otherwise agreed to in writing by the Responsible Authority) in the following areas:
- (i) 3 trees within the front setback (one for each dwelling);
  - (ii) 2 trees within the private open space areas of Units 2 and 3;
- or 5 trees in locations to the satisfaction of the Responsible Authority.

Trees are not to be sited over easements. All species selected must be to the satisfaction of the Responsible Authority.

3. The landscaping as shown on the endorsed Landscape Plan must be carried out, completed and maintained to the satisfaction of the Responsible Authority.
4. The landscaping as shown the endorsed Landscape Plan must be maintained, and any dead, diseased or damaged plant replaced in accordance with the landscaping plan to the satisfaction of the Responsible Authority.
5. Prior to the commencement of the buildings and works (including demolition), a tree protection fence must be erected around the following tree at the prescribed radial distance from the base of the trunk to define a tree protection zone (TPZ):
  - The large tree along the rear west boundary – 6.0m.

This fence must be constructed of star pickets and chain mesh (or similar) to the satisfaction of the Responsible Authority.

The tree protection fence must remain in place until the construction within the tree protection zone is required. The tree protection zone for that component of the development not required for construction must remain fenced until construction is complete. No vehicular or pedestrian access, trenching or soil excavation is to occur within the tree protection zone.

No storage or dumping of tools, equipment or waste is to occur within the tree protection zone.

The ground surface of the tree protection zone must be covered by a protective 100mm deep layer of mulch prior to the development commencing and be watered regularly to the satisfaction of the Responsible Authority.

6. Any required pruning to retained site tree and the overhanging canopy of any neighbouring trees is to be done by a qualified Arborist to Australian Standard – Pruning of Amenity Trees AS4373 – 2007 Standards Australia.
7. Any pruning of the root system of any retained site tree or neighbouring tree is to be done by hand by a qualified Arborist.
8. Root sensitive footings such as pier and beam or screw pile footings (or similar) are to be used where any part of the development comes within the following TPZ. If used, the beam should be designed to be positioned above soil grade to minimise soil excavation and root severance:
  - The large tree along the rear west boundary – 6.0m.
9. Root sensitive permeable paving such as 'on-ground' or 'no-dig' paving (or similar) is to be used where any part of the proposed paving comes within the following TPZ:
  - The large tree along the rear west boundary – 6.0m.

10. The existing street tree to be removed must be replaced by a tree, the species, maturity and location of which must be to the satisfaction of Council's Park Services Department. The new tree must be planted and maintained to the satisfaction of Council at no expense to the Council.
11. Prior to the occupation of the development, the walls on the boundary of adjoining properties must be cleaned and finished in a manner to the satisfaction of the Responsible Authority. Painted or bagged walls must be finished to a uniform standard and unpainted or unrendered walls must have all excess mortar removed.
12. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:
  - a) constructed;
  - b) properly formed to such levels that they can be used in accordance with the plans;
  - c) surfaced with an all weather sealcoat;
  - d) drained;to the satisfaction of the Responsible Authority.

Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose.
13. Vehicular crossing(s) must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority.
14. No buildings or works are to be constructed over any easement or other restriction on the land or any sewers, drains, pipes, wires or cables under the control of a public authority without the prior written consent of the relevant authority and the Responsible Authority.
15. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required.
16. This Permit will expire if:
  - The development does not start within two (2) years from the date of this Permit; or
  - The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

Melbourne Water Conditions

17. Finished floor levels of the dwellings must be constructed no lower than 36.64 metres to Australian Height Datum (AHD).
18. Finished floor levels of the garages and storage areas must be constructed no lower than 36.49 metres to AHD.
19. A minimum 4.625 metre setback measured from a combination of either the northern and/or southern boundary is required for the conveyance of overland flow.
20. Imported fill must be kept to a minimum on the property and must only be used for the sub floor areas of the building and driveway.
21. The open space areas within the property must be constructed at natural surface levels and no fill or retaining walls should be used in the development of this land.
22. Any new fencing must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.
23. Any new or modified stormwater connection to Melbourne Water's drainage system must obtain separate approval from Melbourne Water's Asset Services Team.
24. Any new building/structure including footings, eaves etc must be set outside any drainage easement or a minimum 2 metres laterally clear of the outside edge of the main drain and manhole, whichever is greater.
25. Any new landscaping within five (5) metres of the Draper Street Main Drain must comply with Melbourne Water's planting guidelines.
26. The depth of the footings must be adequate to satisfy the angle of repose relative to the drain as per Melbourne Water's specification. Refer to Melbourne Water's Standard Drawing: 'Angle of Repose - Footing Design' for details.
27. A legal Build Over Agreement for structures/works over Melbourne Water's drain must be entered into with Melbourne Water.
28. Prior to a building permit being issued, a separate Build Over application must be made directly to Melbourne Water's Asset Services Team for approval of works/structures over or near Melbourne Water's assets. Design plans must be submitted to include the following:
  - Driveway type, thickness etc
  - Method of works
  - New fences to include footings locations being internal and along boundary. (No fence post to be located directly above the main drain)
  - Paving
  - Dwelling/garage footings
  - Landscaping
  - Any other structures/works that are within easement or affecting the drain.

Please note, fees and bonds will be applicable for asset protection works.



29. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Notes

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- C. The exact design detail of the fences on the northern, southern and western boundaries of the site and the division of costs is to be determined with the adjoining owners in accordance with the provisions of the Fences Act 1968.
- D. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.
- E. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- F. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department.
- G. Consideration is required when installing domestic services (ie, air conditioning units, heaters, pool pumps, water tanks and the like). The owner/occupier/permit holder/developer must take all reasonable and practicable measures in locating domestic services in position that reduce any amenity impact on adjoining properties. This includes selecting an appropriate installation position and enclosing the domestic service. Further information regarding noise from domestic services can be found in the Environmental Protection Act 1970.

**ISSUES AND DISCUSSION**

- Zoning and policy context
- Neighbourhood character
- Height, scale and massing
- Amenity impacts
- Landscaping
- Internal amenity
- Car parking and traffic
- Objector's concerns

Proposal

- Demolition of the existing dwelling
- Construction of 3 double storey attached dwellings
- Units 1 and 3 would each have 4 bedrooms and Unit 2 would have 3 bedrooms
- Vehicle access would be from 3 vehicle crossings to Draper Street
- Each dwelling would be provided with a single garage and a tandem car space on the driveway
- Maximum overall building height would be 7.9 metres
- Site coverage would be 49%
- Permeability would be 35%

Objector's concerns

- Very high density development for the area
- The proposal would either compromise access for other properties or the amount of open space for the residents of the proposed dwellings

Referrals

## Landscape Officer

- There is a large deciduous tree adjacent to the rear boundary which should be retained. Tree protection conditions will be required.
- A landscape plan will be required which must include the planting of 5 canopy trees.

## Park Services

- The existing street tree can be removed and replaced at the applicant's expense.

## Melbourne Water

- No objection subject to 13 conditions.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource and asset management implications.

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## POLICY AND LEGISLATIVE IMPLICATIONS

### Zoning and policy context

The site is located within the Neighbourhood Residential Zone and is subject to consideration under the Minimal Change Area Policy.

Whilst the purpose of the Minimal Change Area Policy is to promote predominantly single dwellings and 2 dwelling developments, the Policy allows Council to consider applications for more than 2 dwellings. The Policy requires the proposal to satisfy the higher standards for site coverage, rear setback and private open space prescribed in the schedule to the zone. The site should be a large site or in an area characterised by multi-unit developments.

The proposal satisfies the above criteria as follows:

- Site coverage of 49% (50% allowed);
- Rear setback 6.9m (4.0m required);
- Private open space Unit 1 113sqm, Unit 2 55sqm, Unit 3 258sqm (60sqm required, including a secluded area of 40sqm with a minimum dimension of 4m).; and
- The site area of 1,000sqm is significantly larger than adjoining lots.

Having regard to the above, it is considered that the proposal has a high level of compliance with the Minimal Change Area Policy and is suitable for approval with a condition requiring a total of 60sqm of private open space for Unit 2.

A condition is also included requiring the plans to be drawn to a scale of 1:100 on A1 paper.

### Neighbourhood character

It is considered that the layout and appearance of the proposal would adequately respect neighbourhood character. Whilst the design of the proposal is contemporary with a flat roof, there is an example of similar architecture at 25 Draper Street. The front façade would have a good level of visual interest and would not be visually prominent in the streetscape given the variety of materials and the staggered setbacks that follow the angled frontage.

The siting and design of the first floor would be respectful of adjoining buildings and neighbouring secluded private open spaces.

### Height, scale and massing

The maximum overall height of 7.9m is within the 9.0m height limit for the zone. The scale and massing of the proposal is similar to that for a 2 dwelling development on a standard width site.

### Amenity impacts

The proposal complies with the ResCode standards for side and rear setbacks, daylight to habitable room windows and overshadowing.

Whilst the first floor windows have been screened to restrict overlooking, a condition is included requiring the provision of freestanding trellis to a height of at least 2.4m to restrict overlooking from the ground floor of Unit 3 which has raised floor levels due to Melbourne Water's flood levels. The OBS note for obscure glass in the first floor windows also needs to state that these will be fixed to a height of at least 1.7m above floor level.

### Landscaping

A large deciduous tree at the rear of the site will be required to be retained with associated tree protection conditions. A landscape plan will be required to be submitted with provision



for 5 canopy trees.

Park Services will allow the street tree (which is in fair condition and has poor structure) to be removed and replaced at the developer's expense.

#### Internal amenity

The dwellings would have satisfactory internal amenity with good access to sunlight and daylight for habitable rooms and adequate private open spaces (with the increase of 5sqm required for Unit 2).

#### Car Parking and traffic

Parking for 6 cars is provided in accordance with the State Government guidelines. The increase in traffic volume can be accommodated on the local road network.

#### Objector's concerns

It is considered that the proposal would not be an overdevelopment of the site and would have adequate private open space for residents.

#### Management Plan Requirements

No Management Plans are required.

### **COMMUNICATION AND ENGAGEMENT**

#### 1. Public Notice (Statutory)

- 6 properties notified
- 7 notices sent (owners and occupiers)
- 1 sign erected on site
- 1 objection received

#### 2. Planning Conference (Non Statutory)

The Conference, chaired by Cr Athanasopoulos, provided a forum where the interested parties could elaborate on their respective views. The Objector did not attend the Conference.

#### Undertakings by the Applicant

No undertakings were given at the Planning Conference.

### **LINK TO COUNCIL PLAN**

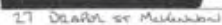
Liveable and Well Designed: A well planned City that is a great place to live.

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

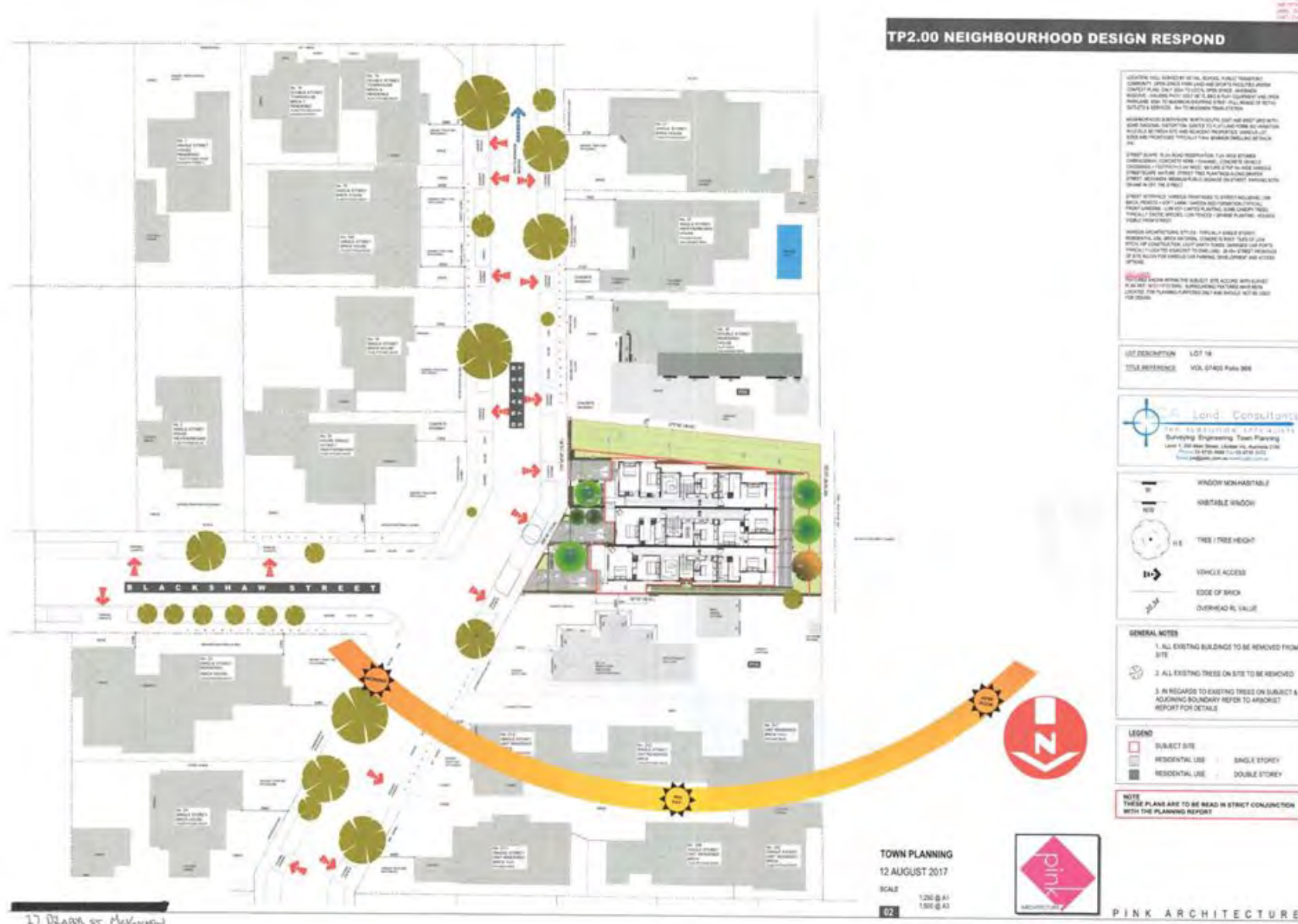
That a Notice of Decision to Grant a Planning Permit be issued.



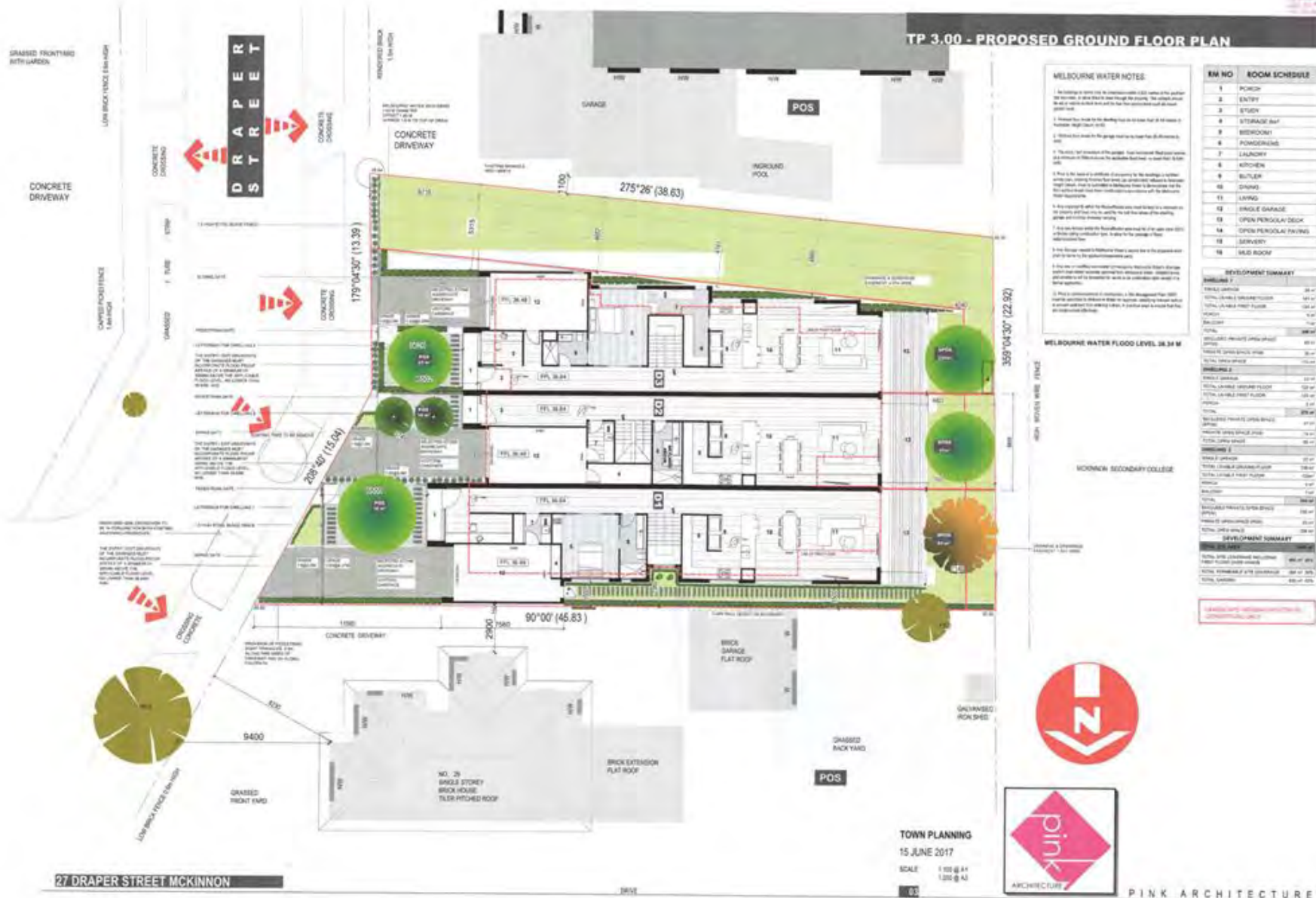
DUPLICATE



## TP2.00 NEIGHBOURHOOD DESIGN RESPOND















EAST ELEVATION

WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



27 DRAPER STREET, MCKINNON

TOWN PLANNING  
15 JUNE 2017  
SCALE 1:10000  
1:20000



PINK ARCHITECTURE

TP3.00 STREETScape

ADVERTISED PLAN  
7 OF 14



27 DRAPER STREETScape

27 DRAPER STREET, MCKINNON

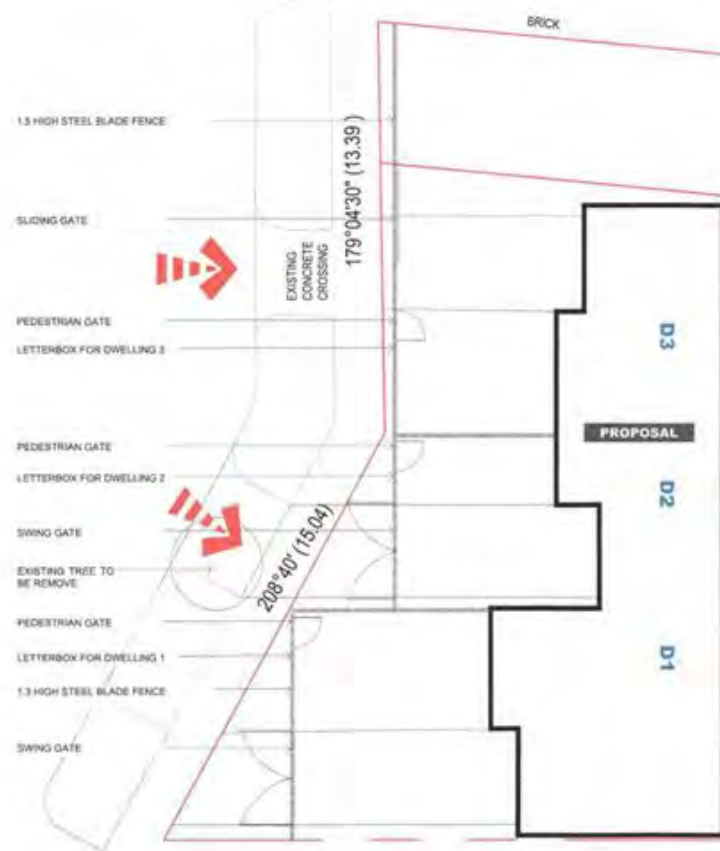
TOWN PLANNING  
15 JUNE 2017  
SCALE: 1:100 (A1)  
1:200 (A3)

010

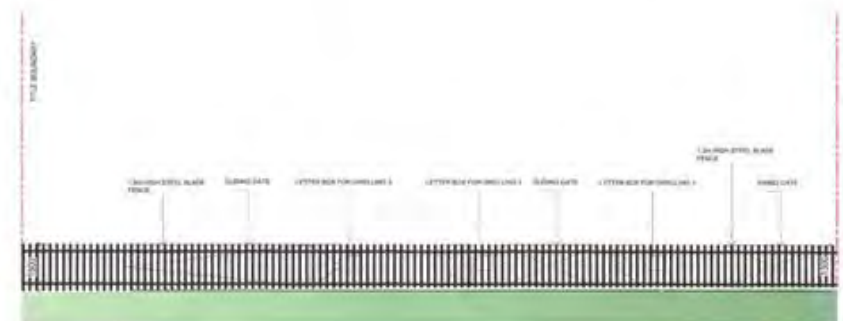


PINK ARCHITECTURE

# TP3.00-FENCE PLAN AND ELEVATION



FENCE PLAN



FENCE ELEVATION - DRAPER STREET

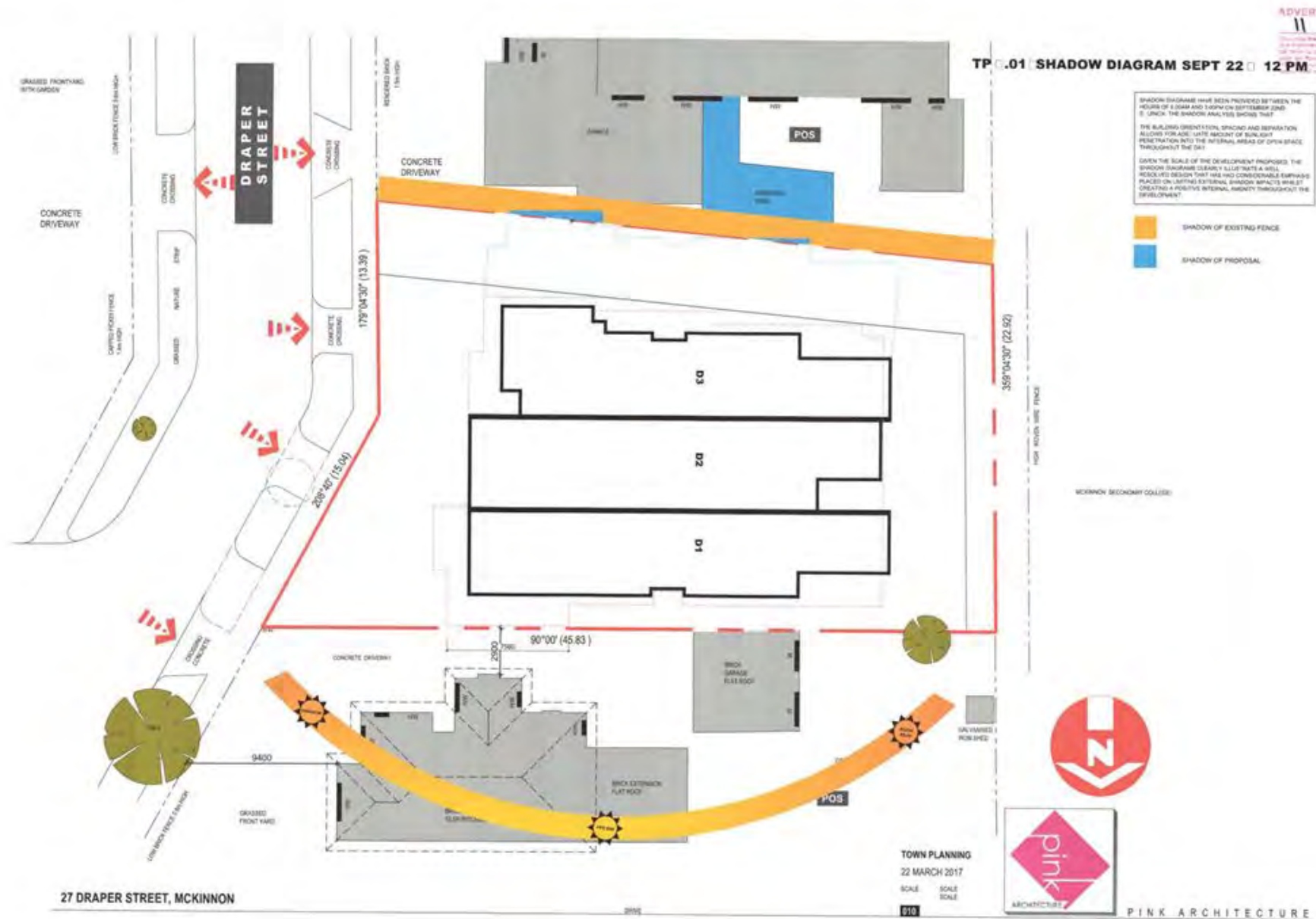




SHADOW OF EXISTING FENCE

SHADOW OF PROPOSAL









**ITEM 9.6          322-328A CENTRE ROAD BENTLEIGH****Author:**            *Paul Wood, Manager Town Planning***File No:**            *GE/PP-28189/2015/A***Attachments:**    *Advertised plans***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Amendment to existing approval of an eight storey building. The amendment proposes to modify the layout of building, including an overall reduction in dwelling numbers (from 39 to 31 dwellings)
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Bentleigh Urban Village
<b>APPLICANT</b>	Kai Mou Pty Ltd
<b>PLANNING SCHEME CONTROLS</b>	Commercial 1 Zone Special Building Overlay Design and Development Overlay
<b>OBJECTIONS</b>	8

**RECOMMENDATION**

That Council issues a *Notice of Decision to Grant an Amended Planning Permit* for Application No. GE/PP-28189/2015/A which allows for construction of an eight storey building comprising up to **31 dwellings**, retail premises and a restaurant, and a reduction in the car parking requirement at 322-328A Centre Road Bentleigh in accordance with the following conditions:

1. Before the commencement of the development, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as '322-328A Centre Road, Bentleigh', TP01-TP03, TP19 (all Rev. 10), TP04-TP07, TP11, TP14, TP16, TP18 (all Rev.11), TP08-TP10, TP17 (all Rev.13), TP13 (Rev.9), TP15 (Rev.12), TP17 (Rev.13), prepared by Max Architects and dated 26/09/2017 but modified to show;
  - (a) A bollard provided between resident car space 6.01 and the lobby area in Basement 02, designed to ensure the area is not used as a car parking space.
  - (b) Apartment 2.05 provided with six cubic metres of storage space.
  - (c) A schedule of construction materials, external finishes and colours (incorporating paint samples).
2. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. This does not apply to the exemptions specified in Clause 62 of the Glen Eira Planning Scheme. Note: This does not obviate the need for a permit where one is required.
3. Hayball Architects (or another suitably qualified architectural firm to the satisfaction of the responsible authority) must be retained to oversee the design and construction to ensure that the design quality and appearance of the approved development is realised.
4. Unless with the written consent of the responsible authority, car parking allocated at the following rates:
  - (a) 1 and 2 bedroom dwellings - 1 car space per dwelling
  - (b) 3 or more bedroom dwellings - 2 car spaces per dwelling
  - (c) Visitors (residential) - 5 car spaces
  - (d) Retail premises - 2 car spaces
  - (e) Food and drink premises - 4 car spaces
5. Before the development commences, a car parking management plan prepared by an appropriately qualified traffic consultant must be submitted to and approved by the Responsible Authority. When approved, the car parking management plan will be endorsed and form part of this permit. The car parking management plan must address, but is not necessarily limited to, the following:



- (a) The allocation of car spaces for staff, residents and residential visitors;
  - (b) How the car park will be shared between the above users; &
  - (c) The areas set aside for employee or visitor car parking, must be made available for use free of charge to employees and visitors at all times when the use is in operation and must not be used for any other purpose.
6. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:
- (a) constructed;
  - (b) properly formed to such levels that they can be used in accordance with the plans;
  - (c) surfaced with an all weather sealcoat;
  - (d) drained;
  - (e) line-marked to indicate each car space and all access lanes;
  - (f) clearly marked to show the direction of traffic along the access lanes and driveways;
- to the satisfaction of the Responsible Authority. Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose.
7. Vehicular crossing(s) must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, nature strip and kerb and channel to the satisfaction of the Responsible Authority.
8. Disabled access to the building must be provided to the satisfaction of the Responsible Authority.
- All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility:- AS1428.1-2001, AS1428.2-1992, AS1428.3-1992 and AS1428.4-2002.
9. Prior to the completion of the basement floor construction, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement floor has been constructed in accordance with the endorsed plans (prior to the construction of the levels above being commenced).
10. Prior to the completion of the ramp to the basement, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement ramp has been constructed in accordance with the endorsed plans.
11. Prior to the commencement of any site works including demolition and excavation, the owner must submit a Construction Management Plan to the Responsible Authority for approval. The CMP may be submitted and approved in stages. No works including demolition and excavation are permitted to occur until

the Plan (or the demolition and excavation stage of the plan) has been approved in writing by the Responsible Authority.

Once approved, the Construction Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority. The Plan must be to the satisfaction of the Responsible Authority and must provide details of the following:

- (a) Delivery and unloading points and expected frequency;
  - (b) A liaison officer for contact by owners / residents and the Responsible Authority in the event of relevant queries or problems experienced;
  - (c) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (d) Any requirements outlined within this permit as required by the relevant referral authorities;
  - (e) Hours for construction activity in accordance with any other condition of this permit;
  - (f) Measures to control noise, dust, water and sediment laden runoff;
  - (g) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
  - (h) Any construction lighting to be baffled to minimise intrusion on adjoining lots.
12. Prior to the occupation of the approved development, the owner/permit holder must prepare and have approved in writing by the Responsible Authority a Waste Management Plan (WMP) for the site with respect to the collection and disposal of waste and recyclables associated with the proposed uses on the site to the satisfaction of the Responsible Authority. The WMP must provide for the following:
- (a) The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority. Commercial waste bins being placed or allowed to remain not in view of the public, and receptacles not emitting any adverse odours.
  - (b) Designation of methods of collection including the need to provide for private services or utilisation of council services. If private collection is used, this method must incorporate recycling services and must comply with the relevant EPA noise guideline relating to the time of collection.
  - (c) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
  - (d) Details for best practice waste management once operating.

Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

13. No plant, equipment, services and substations other than those shown on the endorsed plans are permitted without the prior written consent of the Responsible Authority.
14. Privacy screens must be in accordance with the endorsed plans and must be installed prior to the occupation of the development. The privacy screens must be maintained to the satisfaction of the Responsible Authority.

#### **Melbourne Water Conditions**

15. Finished floor levels of the building on the ground floor must be constructed with finished floor levels a minimum of 24.92 metres to Australian Height Datum (AHD).
16. All entry / exit driveways to the basement car park must incorporate a flood proof apex that is a minimum of 300mm above the applicable flood level, i.e. the apex must be a minimum of 24.92m AHD (the apex must be constructed with retaining walls on either side).
17. All external doors, windows, vents and openings to the basement car park must be a constructed a minimum of 24.92m AHD to protect the basement from flooding.
18. Any drainage system to the basement must be designed such that stormwater is unable to penetrate the basement. Details of the drainage system must be submitted to Melbourne Water and the responsible authority prior to works commencing.
19. Prior to the issue of a certificate of occupancy, a certified survey plan, showing finished floor levels (as constructed) reduced to Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor surface levels have been constructed in accordance with Melbourne Waters requirements.

#### **Permit Expiry**

20. This Permit will expire if:
  - The development does not start within two (2) years from the date of this Permit; or
  - The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced. If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date.

21. Prior to the occupation of the approved development, a permanent sign must be erected by the applicable planning permit holder in a prominent position in the car park and in any foyer/s stating that "Residents of this development will not be issued Residential Parking Permits (including visitor parking permits)". The sign must measure approximately 0.2 square metres in area, to the satisfaction of the Responsible Authority.



**NOTES:** *(The following notes are for information only and do not constitute part of this permit or conditions of this permit)*

- A. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- B. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.
- C. This Planning Permit represents the Planning approval for the development of the land. Side and rear boundary fences do not form part of this Planning approval. The approval for building on a "title boundary" enables the building to be sited precisely on the boundary (as determined by a licensed land surveyor) or within 150mm of the title boundary as per the definition in Clause 55.04-2 of the Glen Eira Planning Scheme. All matters relating to the boundary fences shall be in accordance with the provisions of the Fences Act 1968, i.e. Council will not deliberate on which option prevails but rather the permit holder and adjoining owners will need to cooperatively resolve which of the above outcomes is mutually acceptable.
- D. Residents of the dwellings allowed under this permit will not be issued Residential Parking Permits (including visitor parking permits).
- E. The applicable flood level for the property is 24.62 metres to Australian Height Datum (AHD).

If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on 9679 7517, quoting Melbourne Water's reference 257764.

## **BACKGROUND**

A planning permit was approved by the Victorian Civil and Administrative Tribunal (VCAT) on 27 April 2016 for the construction of an eight storey building comprising up to 39 dwellings, retail premises and a restaurant, and a reduction in the car parking requirement. Plans have been endorsed in association with the permit.

The current application seeks to reduce the number of dwellings that were originally approved and to make some minor modifications to the building form to reposition windows and doors, however the height, setbacks and massing remain consistent with the approved development.

## **ISSUES AND DISCUSSION**

- Zoning and policy context
- Height, scale and massing
- Internal amenity

- Amenity
- Landscaping
- Car parking and traffic
- Management plan requirements
- Effect on existing permit

#### Proposal

The applicant cites recent changes in the residential apartment market and service requirements for their current request to amend the previously approved design. The main changes proposed to the endorsed plans are:

- Internal reconfigurations for service requirements
- Reconfiguration of the ground floor (including the reduction of the retail space by 13.6 square metres and addition to the restaurant space by 37.4 square metres)
- Deletion of one dwelling on each level from levels 1-5 and deletion of a dwelling and amalgamation of 2 dwellings on level 6 (39 dwellings previously approved, 31 now proposed)
- Internal reconfiguration to the basement car parking areas (including removal of 2 car parking spaces)
- Inclusion of a staircase in the south-east corner of the site at ground level to basement to comply with fire requirements
- Provision of a pool at the north-west corner of the penthouse dwelling
- Consequential changes in the location and number of windows/doors to reflect the revised internal layouts of the dwellings
- Change in colour of external pre-cast concrete from 'Bright Light' to 'Natural Concrete'.

#### Objectors' concerns

- Height, massing and bulk
- Neighbourhood character
- Pressure on infrastructure
- Internal amenity
- Waste collection
- Traffic and car parking
- Overlooking
- Overshadowing
- Noise

#### Referrals

##### Transport Planning

- Transport Planning do not object to the proposal subject to a condition requiring bollard/s be placed to the east of the under ramp storage of Basement 02 to ensure the area is not used as a car park. This forms a recommended condition of permit.

#### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource and asset management implications.

## POLICY AND LEGISLATIVE IMPLICATIONS

### Zoning and policy context

The subject site is located in a Commercial 1 Zone. The proposed use of a retail and restaurant space at ground floor with apartments above continues to be consistent with the purpose of the zone.

The site is affected by a Special Building Overlay. The original application was referred to Melbourne Water as the relevant authority. The proposed plans continue to comply with the requirements of Melbourne Water.

The site is also currently affected by a Design and Development Overlay, introduced into the Planning Scheme in April 2017.

The current requirements of the Design and Development Overlay affecting the site stipulate a maximum height of between 11 metres (comprising up to 3 storeys) and 14 metres (comprising up to 4 storeys). The existing approval of 8 storeys clearly exceeds this requirement. However, the height controls cannot be retrospectively applied to a valid planning permit approved before the introduction of the overlay into the Scheme.

### Height, scale and massing

The approval of the eight storey development was granted at VCAT in 2016. The amendment currently before Council does not propose to increase the height of the building. Furthermore, the height, setbacks and massing of the development remain generally in accordance with the previously endorsed plans.

### Amenity impacts

While some windows have been repositioned, there will be no amenity impacts associated with the changes.

### Internal amenity

It is considered that the overall reduction in dwelling numbers is a positive change, as this has resulted in an increase in the size of the majority of the dwellings.

It is noted that all the dwellings have a balcony of at least 8 square metres in size, with many of the dwellings having in excess of an 8 square metres.

The dwellings have northern, eastern or western orientations, with adequate setbacks to allow for access to natural daylight.

### Landscaping

Landscaping remains consistent with the approved development.

### Car Parking and Traffic

Two (2) levels of basement are proposed, which have been reconfigured from the previously endorsed plans.



There has been a reduction in the overall number of car spaces (by 2). However, given there has been a concurrent reduction in dwelling numbers, the residential car parking rate as required by the Clause 52.06 (Car Parking) of the Glen Eira Planning Scheme continues to be met (all 1 and 2 bedroom dwellings have been allocated 1 car space and all 3 or more bedroom dwellings have been allocated at least 2 car spaces).

The number of visitor spaces, retail and restaurant spaces as shown on the amended plans continues to comply with the previous approval.

#### Management Plan Requirements

A Waste Management Plan and Construction Management Plan remain conditions of the permit, as per the original approval.

#### Effect on existing permit

As there is a valid permit in place, the Responsible Authority can only consider the changes proposed as part of this application and cannot consider aspects that have already been approved such as the building height, setbacks, massing, and car parking quantum for uses that are not changing.

The recommendation therefore includes a change in the permit preamble to reflect the reduction in dwelling numbers to 31 and changes condition 1 requirement to reflect the changes required to this amended development.

All other permit conditions remain valid and necessary for this proposal.

### **COMMUNICATION AND ENGAGEMENT**

#### 1. Public Notice (Statutory)

- 14 properties notified
- 89 notices sent (owners and occupiers)
- 8 objections received

#### 2. Planning Conference (Non Statutory)

The Conference, chaired by Cr Magee, provided a forum where all interested parties could elaborate on their respective views. Objectors mainly emphasised their original reasons for objection. It is considered that the main issues arising from the discussions were:

- Concern regarding traffic and parking and if the proposal complied with the car parking rate

### **LINK TO COUNCIL PLAN**

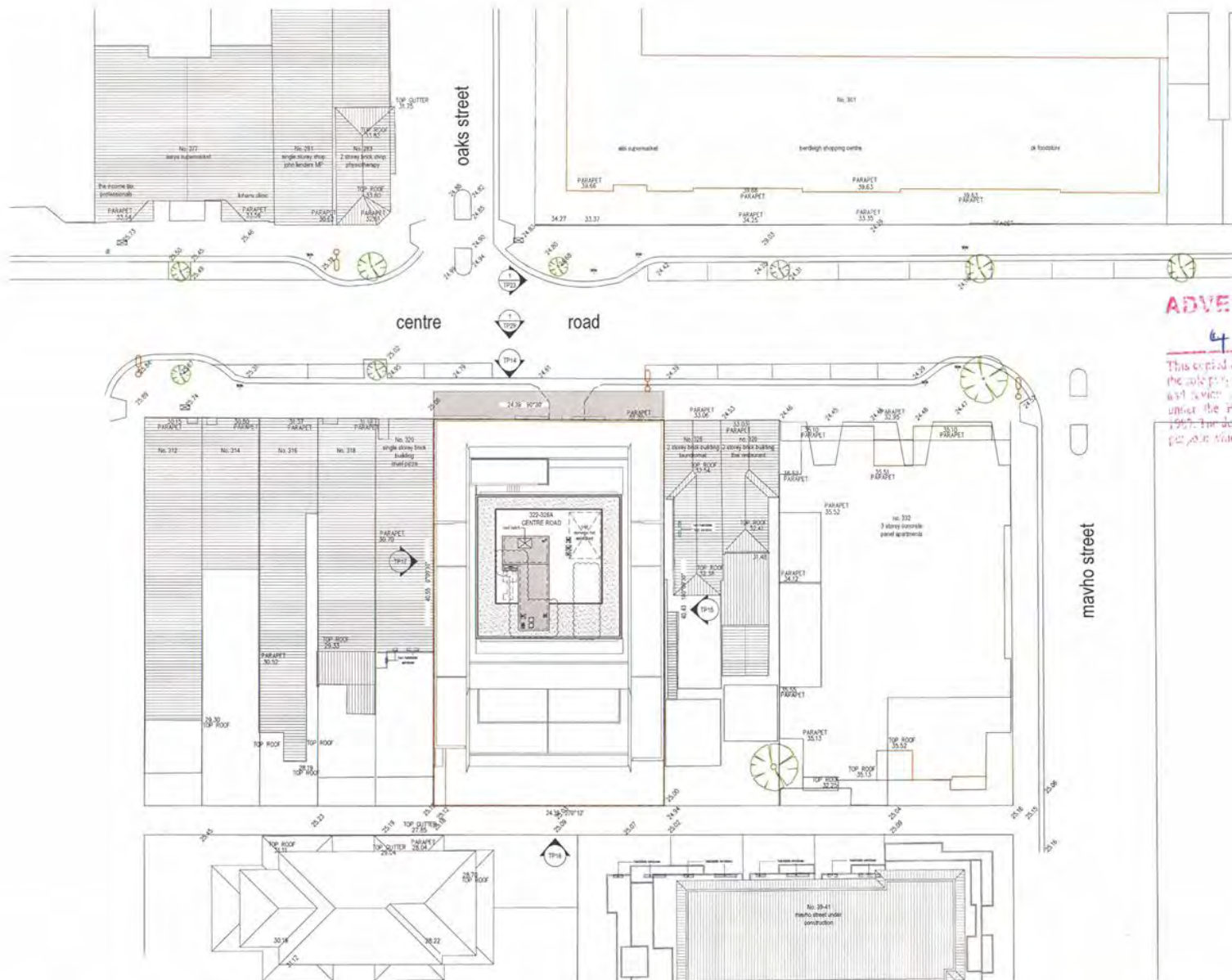
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### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

That a Notice of Decision to Grant an Amended Permit be issued.



# ADVERTISED PLAN

4 OF 22

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Rev #	Date	Description
1	01/01/2017	Initial design (not for construction)
2	01/01/2017	Revised design (not for construction)
3	01/01/2017	Revised design (not for construction)
4	01/01/2017	Revised design (not for construction)
5	01/01/2017	Revised design (not for construction)
6	01/01/2017	Revised design (not for construction)
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9	01/01/2017	Revised design (not for construction)
10	01/01/2017	Revised design (not for construction)

Service Engineer

Building Engineer

Planning Consultant

Structural/Civil Engineer

Author

Client

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NOTES



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Date Printed  
28/09/2017

Drawing Title

SITE PLAN

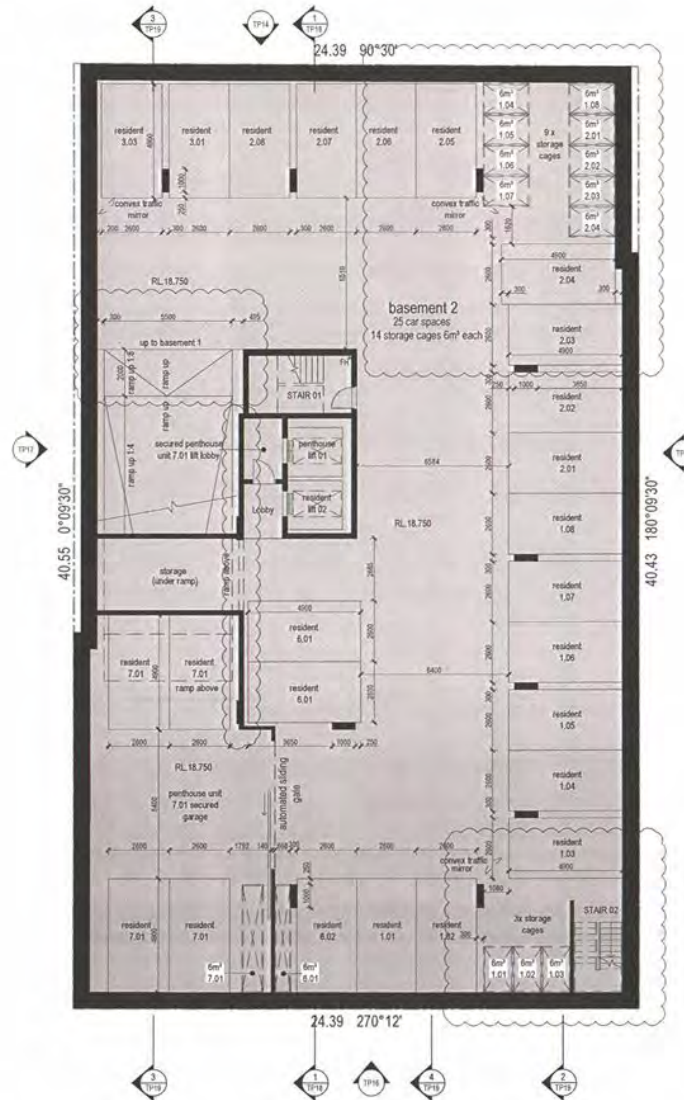
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10

Town Planning



**NOTE**  
**Permit Condition 9**  
Prior to the completion of the basement floor construction, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement floor has been constructed in accordance with the endorsed plans (prior to the construction of the levels above being commenced).

**Permit Condition 10**  
Prior to the completion of the ramp to the basement, written confirmation by a Licensed Land Surveyor must be provided to the Responsible Authority verifying that the basement ramp has been constructed in accordance with the endorsed plans.

**ADVERTISED PLAN**

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Year # Title	Description
1 1981/2017	Rock & Pop music lists
2 1984/2017	musical artists' album, album positions & lists, and musical genres
3 1985/2017	musical artists' album, position and cd price points (40 dollars, average, and minimum)
4 1987/2017	musical artists, genre location and average price (album)
5 1988/2017	musical non-playing lists
6 1989/2017	playing artist/album lists
7 1990/2017	musical playing lists

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Ordering Title  
**Basement 02**

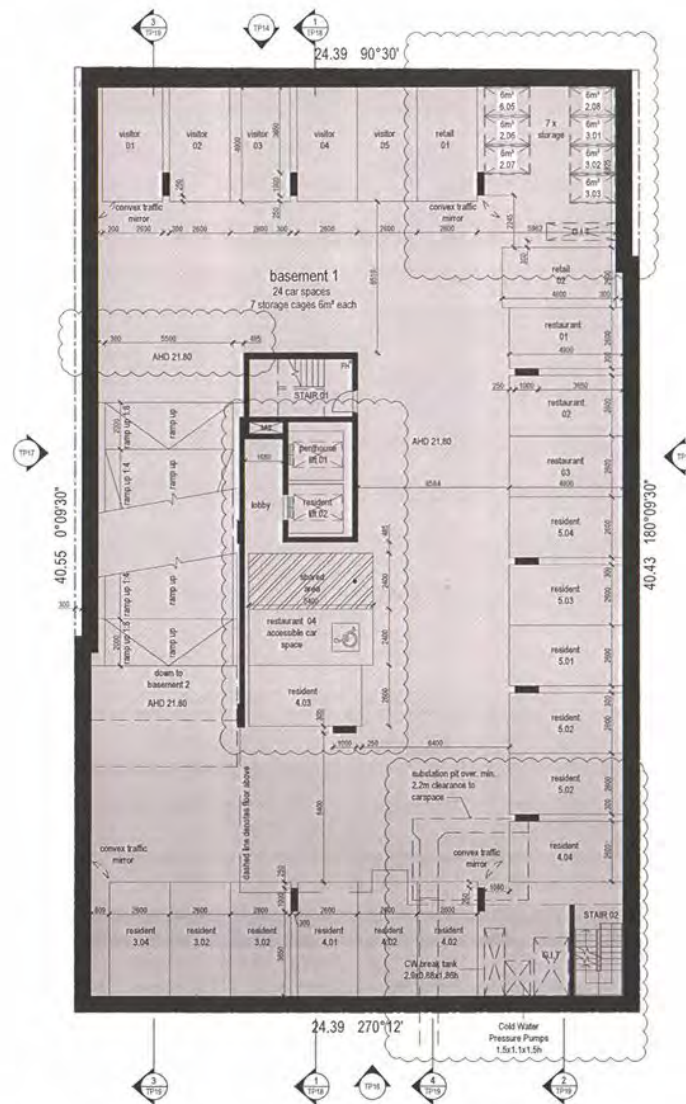
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Town Planner

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6 OF 22

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Rev #	Date	Description
1	20/01/2017	Issue 1 - Final Design
2	20/01/2017	Issue 2 - Final Design
3	20/01/2017	Issue 3 - Final Design
4	20/01/2017	Issue 4 - Final Design
5	20/01/2017	Issue 5 - Final Design

Rev #	Date	Description
1	20/01/2017	Issue 1 - Final Design
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3	20/01/2017	Issue 3 - Final Design
4	20/01/2017	Issue 4 - Final Design
5	20/01/2017	Issue 5 - Final Design

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Town Planning	















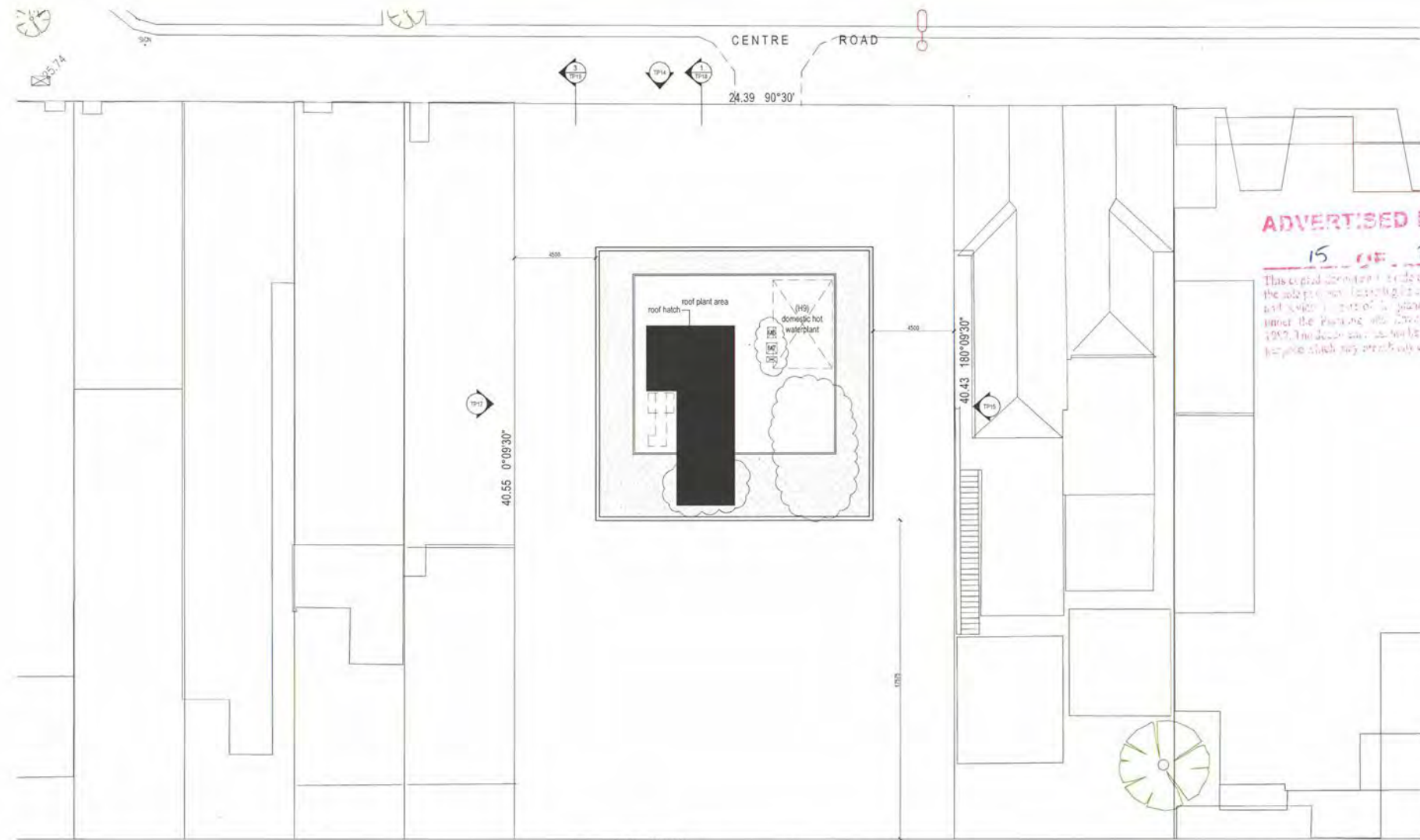












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Roof Level

Project Number  
Drawing Number  
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CL02	TERRACE CLADDING - SELECTED COLOUR
CON01	PRECAST CONCRETE - 100% BRIGHTON LIGHT
CON01a	PRECAST CONCRETE - 100% BRIGHTON LIGHT TEXTURED FINISH
CON02	PRECAST CONCRETE - 30% BRIGHTON LIGHT TEXTURED FINISH
CON03	PRECAST CONCRETE - CHARCOAL TINT
GL01	GLAZING - CLEAR
GL02	GLAZING - GREY BODY TINT
GL03	GLAZING - SHOPFRONT CLEAR
GL04	CLEAR ACRYLIC POOL WALL
MT01	METAL PANEL - CHARCOAL
MT03	POWDERCOATED METAL SHROUDS/FINS - SELECTED COLOUR
CON 04	PRECAST CONCRETE - NATURAL CONCRETE FINISH
CON 04A	PRECAST CONCRETE - NATURAL CONCRETE TEXTURED FINISH

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Rev #	Date	Description
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Project  
322-328A Centre Road  
Bentleigh

Client

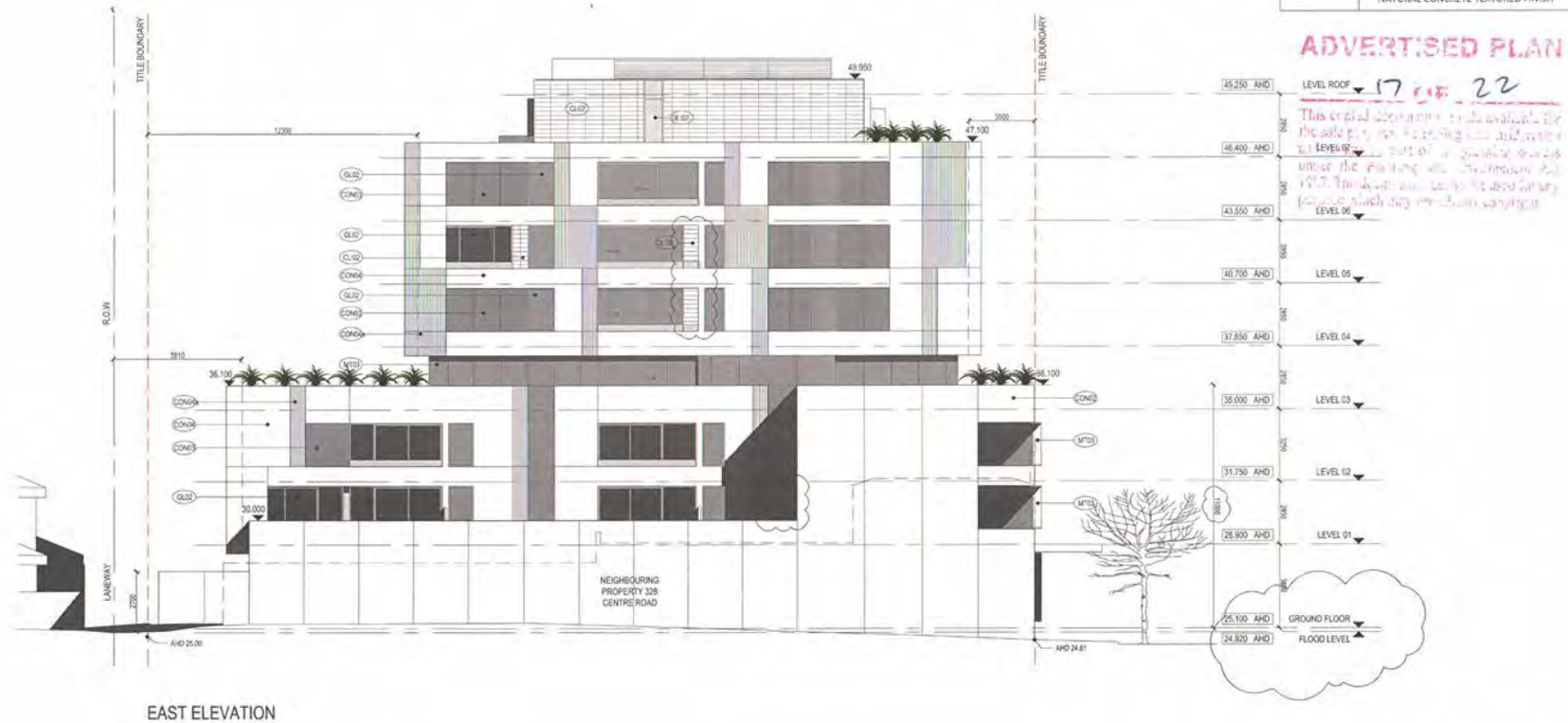
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www.maxarchitects.com.au max@maxarchitects.com.au

North  
Scale  
1:100 @ A1  
1:200 @ A2  
1:500 @ A3  
1:1000 @ A4  
20/09/2017

Client's Name  
Elevations - North  
Project Number  
Drawing Number  
Date  
Town Planning

11

MATERIAL SCHEDULE	
CODE	DESCRIPTION
BL01	GLASS BALUSTRADE
CL02	TERRACE CLADDING - SELECTED COLOUR
CON1	PRECAST CONCRETE - 100% BRIGHTON LIGHT
CON01a	PRECAST CONCRETE - 100% BRIGHTON LIGHT TEXTURED FINISH
CON02	PRECAST CONCRETE - 30% BRIGHTON LIGHT TEXTURED FINISH
CON03	PRECAST CONCRETE - CHARCOAL TINT
GL01	GLAZING - CLEAR
GL02	GLAZING - GREY BODY TINT
GL03	GLAZING - SHOPFRONT CLEAR
GL04	CLEAR ACRYLIC POOL WALL
MT01	METAL PANEL - CHARCOAL
MT03	POWDERCOATED METAL SHROUDS/FINS - SELECTED COLOUR
CON 04	PRECAST CONCRETE - NATURAL CONCRETE FINISH
CON 04A	PRECAST CONCRETE - NATURAL CONCRETE TEXTURED FINISH



Notes:  
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THIS DRAWING SHALL BE READ IN CONJUNCTION WITH STRUCTURAL AND SERVICE ENGINEERS DRAWINGS.

Rev. #	Date	Description
1	20/01/21	Issue for approval
2	20/01/21	Issue for approval
3	20/01/21	Issue for approval
4	20/01/21	Issue for approval
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8	20/01/21	Issue for approval
9	20/01/21	Issue for approval
10	20/01/21	Issue for approval

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Bentleigh

Date:

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www.maxarchitects.com.au max@maxarchitects.com.au

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architects  
1/100 G 41  
1/200 G 42  
Date Printed  
28/05/2021

Drawing Title  
**Elevations - East**  
Project Number  
TP15  
Drawing Number  
12  
Town Planning

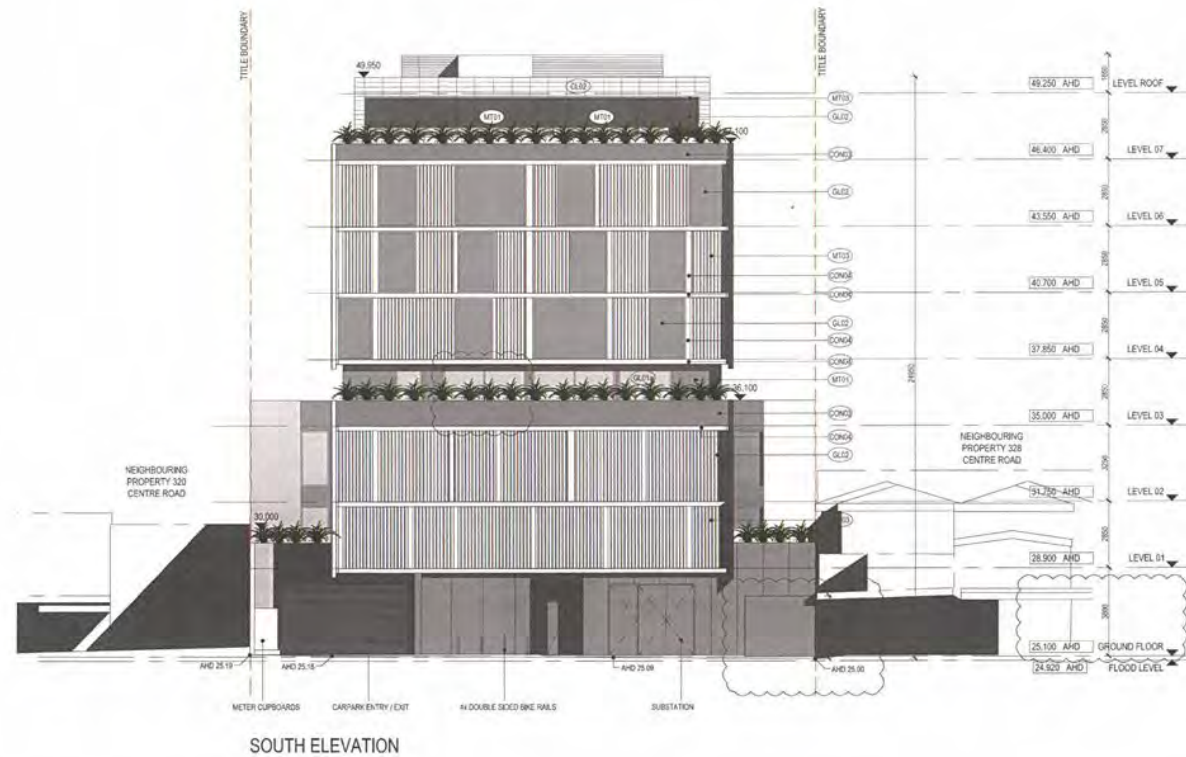


MATERIAL SCHEDULE	
CODE	DESCRIPTION
BL01	GLASS BALUSTRADE
CL02	TERRACE CLADDING - SELECTED COLOUR
CON01	PRECAST CONCRETE - 100% BRIGHTON LIGHT
CON01a	PRECAST CONCRETE - 100% BRIGHTON LIGHT TEXTURED FINISH
CON02	PRECAST CONCRETE - 30% BRIGHTON LIGHT TEXTURED FINISH
CON03	PRECAST CONCRETE - CHARCOAL TINT
GL01	GLAZING - CLEAR
GL02	GLAZING - GREY BODY TINT
GL03	GLAZING - SHOPFRONT CLEAR
GL04	CLEAR ACRYLIC POOL WALL
MT01	METAL PANEL - CHARCOAL
MT03	POWDERCOATED METAL SHROUDS/FINS - SELECTED COLOUR
CON04	PRECAST CONCRETE - NATURAL CONCRETE FINISH
CON 04A	PRECAST CONCRETE - NATURAL CONCRETE TEXTURED FINISH

## ADVERTISED PLAN

18 OF 22

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SOUTH ELEVATION

Notes  
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Rev #	Date	Description
1	04/01/2021	Issue for planning
2	04/01/2021	Issue for planning
3	04/01/2021	Issue for planning
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10	04/01/2021	Issue for planning

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Bendleigh

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		Drawing Title	
		Elevations - South	
Scale	1:100 @ A1	Project Number	Drawing Number
	1:200 @ A3		TP16
Date Printed		Revision	11

MATERIAL SCHEDULE	
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Rev #	Date	Description
1	20/01/2017	Issue for tender
2	20/01/2017	Issue for tender
3	20/01/2017	Issue for tender
4	20/01/2017	Issue for tender
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6	20/01/2017	Issue for tender
7	20/01/2017	Issue for tender
8	20/01/2017	Issue for tender
9	20/01/2017	Issue for tender
10	20/01/2017	Issue for tender

Rev # Date Description

Project  
322-328A Centre Road  
Bendleigh

Client

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Scale  
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1:200 @ A2  
1:500 @ A3  
25/01/2017

Drawing Title  
**Elevations - West**

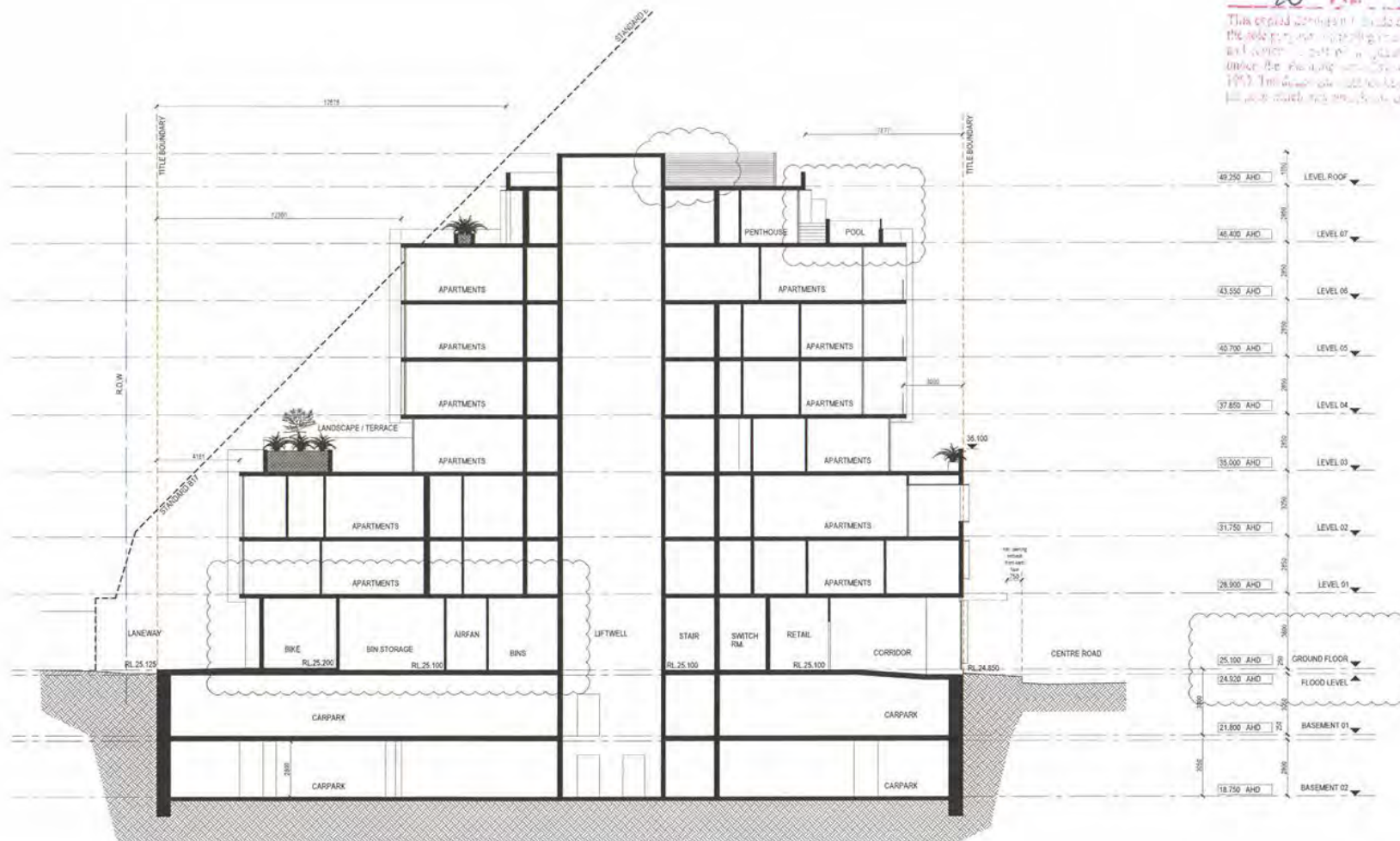
Project Number  
TP17  
Town Planning

Revision  
13

## ADVERTISED PLAN

20 OF 22

This advertised plan is for information only. It is not a contract. The final plan will be subject to the final plan submitted to the Council for approval. The final plan will be subject to the final plan submitted to the Council for approval. The final plan will be subject to the final plan submitted to the Council for approval.



SECTION 1  
SCALE 1:100

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Rev #	Date	Description
1	10/10/2017	Initial design drawing
2	10/10/2017	Revised design drawing
3	10/10/2017	Revised design drawing
4	10/10/2017	Revised design drawing
5	10/10/2017	Revised design drawing
6	10/10/2017	Revised design drawing

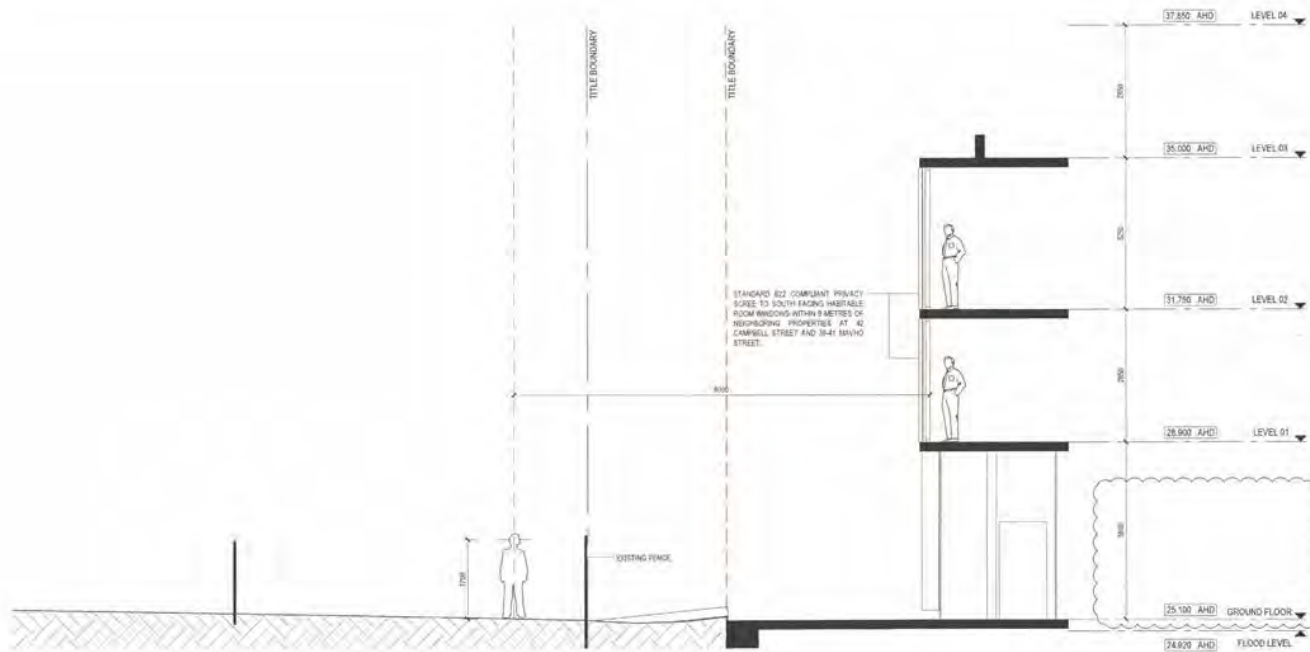
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6	10/10/2017	Revised design drawing

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Project Number	Drawing Number	Revision
TP18	11	
Scale	Town Planning	

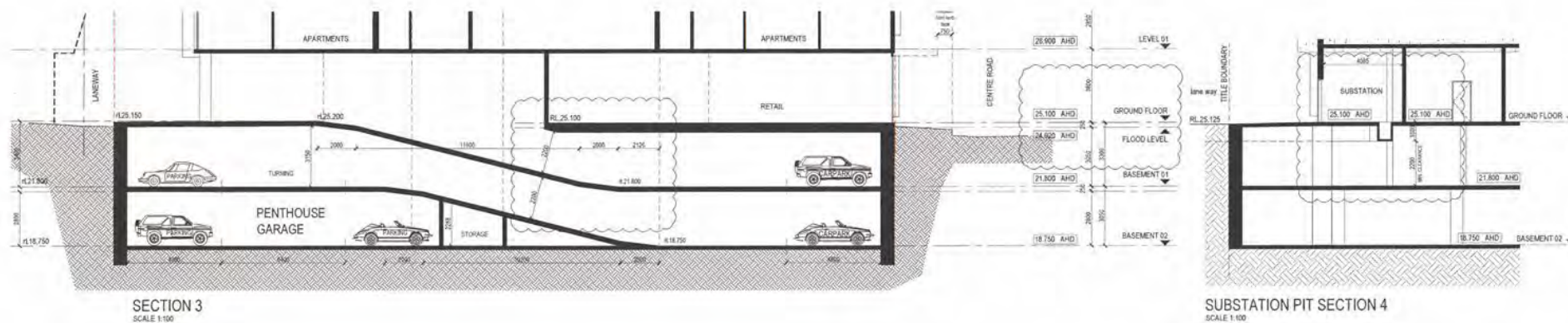




## ADVERTISED PLAN

21 OF 22

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Rev # Date Description

1. 10/10/2023 Initial design and planning  
2. 10/10/2023 Initial design and planning  
3. 10/10/2023 Initial design and planning  
4. 10/10/2023 Initial design and planning

Rev # Date Description

1. 10/10/2023 Initial design and planning  
2. 10/10/2023 Initial design and planning  
3. 10/10/2023 Initial design and planning  
4. 10/10/2023 Initial design and planning

322-328A Centre Road  
Bentleigh

Date:

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www.maxarchitects.com.au max@maxarchitects.com.au

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1:500 @ A3  
2:000 @ A4  
25/05/2023

Drawing No.

Section 2, 3 & 4

Project Number

TP19

Sheet

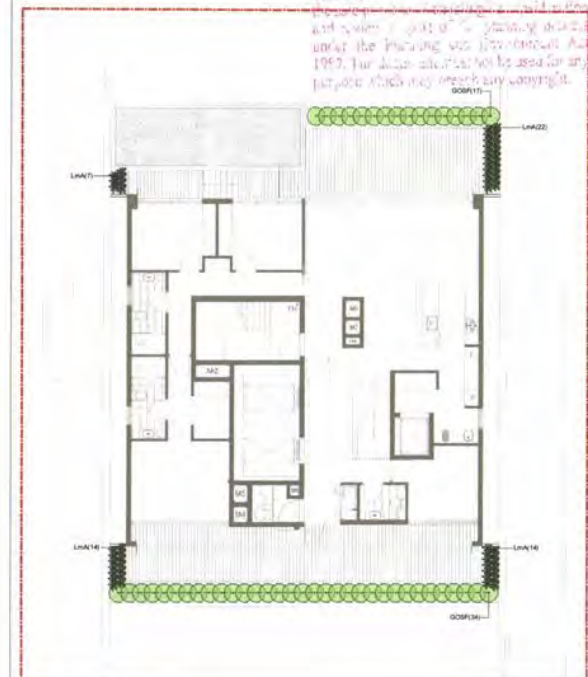
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Town Planning

# ADVERTISED PLAN

22 OF 22

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Level 7 plan 1:100 @ A1

## SPECIFICATION NOTES

**Planting**  
Planting shall be carried out using accepted horticultural practices with all plants conforming to the species, size and quantity indicated on the Landscape Plan and Plant Schedule. Plants shall be thoroughly watered through irrigation in water prior to planting and if the planting soil is very dry then the planting hole is also to be filled with water and allowed to drain completely.

All plants shall be appropriately hardened off in the nursery. Use plants with the following characteristics: Large healthy root systems with no evidence of root rot or pot bound restriction or damage, vigorous, well established, free from diseases and pests and of good form, consistent with the species to variety.

Planting holes for shrubs and groundcovers are to be of maximum size 75mm larger than the planting pot in all directions.

All plants are to be thoroughly watered after planting and view release fertilizer added at the quantities specified by the manufacturer.

**Mulch**  
Mulch is to be supplied to all raised planter garden beds and is to be of organic type laid to a maximum depth of 100mm, consisting of the dark coloured organic or shredded pine bark or hardwood with not more than 1% bark content by volume (approximately 2mm fines). The average size of the woodchip must be approximately 20mm x 20mm and the maximum length is not to exceed 30mm. Mulch shall be free of damaging matter such as soil, weeds and sticks, and is to be recycled and thoroughly weathered prior to delivery.

Mulch is to be kept back 100mm from the plants to prevent collar rot.

**Irrigation**  
An approved drip irrigation system is to be supplied to all planter boxes. It is the responsibility of the contractor to ensure that all irrigation meets manufacturers specifications. The system is to be connected to mains supply and include a non-shut off device.

**Raised Planter Boxes**  
Raised planter construction is to include, but not necessarily be limited to, the supply and installation of agricultural drains, drainage cells at base, fibre fabric, planting medium, mulch and irrigation. Planter boxes must be effectively limited and fixed with concrete to prevent collapse.

Drainage cells are to be provided at the base of the planter and are to be covered with a layer of fibre fabric and a 100mm deep layer of Hyprosol Hardcore RC30. Provide root barrier within 100mm from fibres and are to be placed. A drainage cell is to be installed at the base of the planter with the fibre of the planter disposed towards it. Supply and spread evenly a well mix comprising of 80% washed sand, 40% Hyprosol Hardcore, and 10% composted organic matter. Compact lightly and evenly in 100mm layers. Avoid differential subsidence and excess compaction and produce a finished surface that is graded evenly and ready for planting. Allow for 50mm layer of specified mulch to top of beds and a finished level 20-30mm below the planter rim. Drip irrigation as specified is to be installed beneath the mulch layer.

**Plant Establishment Period**  
There shall be a 12 weeks Plant Establishment Period following the approval of Practical Completion by the responsible authority. During this period the landscape contractor shall make good all defects in the work under normal use. This shall include, but shall not be limited to watering, feeding, weeding, pruning, dead and disease control, substitution and replacement of any plants that fail with plants of the same species and size.



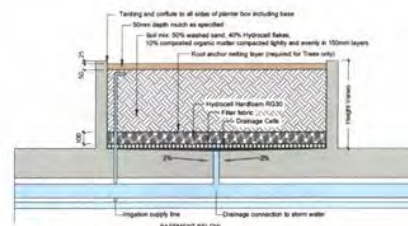
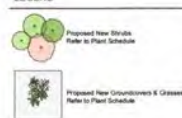
Level 1 plan 1:100 @ A1

## PLANT SCHEDULE

SYM	BOTANICAL NAME	COMMON NAME	DE WID <sup>1</sup>	HEIGHT X MATH <sup>2</sup>	MATURITY	MIN SUPPLY SIZE	QTY
ASAM	Asplenium Nidula	White Asplenium	60%	1.2 x 1.2m	140cm pot	2	
BRND	Brachycome multifida 'Violet Delight'	Violet Delight	60%	0.4 x 0.3m	140cm pot	16	
GOSE	Gardenia augusta 'O'Shea Plant'	O'Shea Plant	60%	0.3 x 0.6m	140cm pot	100	
GOCC	Gonolobus myrsinoides 'Cherry Clusters'	Cherry Clusters	60%	0.5 x 1.2m	140cm pot	17	
HMMA	Hebe 'Wendy White'	Wendy White	60%	0.6 x 0.6m	140cm pot	18	
					TOTAL		153
<b>GROUNDCOVERS</b>							
AS	Asplenium 'Snow White'	White Asplenium	60%	0.4 x 0.6m	140cm pot	246	
CyA	Cyperus glaucus 'Noble Rambler'	Noble Rambler	60%	0.3 x 0.3m	140cm pot	40	
CR	Croton 'Rambler'	Rambler	60%	0.6 x 0.6m	140cm pot	25	
CLAR	Clusia rosea 'Little Red'	Little Red	60%	0.3 x 0.4 x 0.3m	140cm pot	10	
LAR	Liriodendron 'Anastasia'	Anastasia	60%	0.4 x 0.4m	140cm pot	17	
PRM	Phoradendron 'Star and Moon'	Star and Moon	60%	0.4 x 0.4m	140cm pot	150	
TT	Trochodendron 'Tropical'	Tropical	60%	0.3 x 1.0m	140cm pot	30	
					TOTAL		487

<sup>1</sup> DLE = Deciduous Evergreen <sup>2</sup> MTH = Mature Height

## LEGEND



D3 TYPICAL LIGHTWEIGHT PLANTER BOX DETAIL  
Scale 1:20

**JOHN PATRICK**  
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F +61 3 9420 8251  
admin@johnpatrick.com.au  
www.johnpatrick.com.au

REVISION  
A. Revised to new Arch. Plans  
DATE  
05/07/17  
BY  
JP  
NOT FOR CONSTRUCTION

CLIENT  
Bentleigh Central Pty Ltd  
PROJECT  
Apartment Development  
322-328A Centre Road  
BENTLEIGH VIC 3204



DATE  
17/06/17  
SCALE  
1:100 @ A1  
CHECKED  
JP  
DRAWN  
JP  
DATE  
17/06/17



**ITEM 9.7        777 GLEN HUNTLY ROAD, CAULFIELD****Author:**        *Paul Wood, Manager Town Planning***File No:**        *GE/PP-30247/2017/A***Attachments:**   *N/A***PURPOSE AND SUMMARY**

To consider a Planning Permit application.



<b>PROPOSAL</b>	Construction of a four storey building comprising 5 dwellings above ground floor retail, and a reduction in the statutory car parking requirement on land affected by a Heritage Overlay
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Housing Diversity Area Policy (Caulfield South Neighbourhood Centre)
<b>APPLICANT</b>	Megowan Architectural
<b>PLANNING SCHEME CONTROLS</b>	Commercial 1 Zone Heritage Overlay
<b>OBJECTIONS</b>	0



---

**RECOMMENDATION**

That Council issues a Notice of Decision to Grant an Amended Planning Permit for Application No. GE/PP-30247/2016/A at 777 Glen Huntly Road, Caulfield in accordance with the following conditions/grounds:

1. Before the commencement of the development and use, amended plans to the satisfaction of the Responsible Authority must be submitted to, and approved by, the Responsible Authority. The plans must be drawn to scale with dimensions and must generally accord with the plans submitted with the application (identified as TP03, TP06, TP08-TP13, prepared by Megowan Architectural, dated 23/02/2017) but modified to show:
  - (a) A notation on the plans that all upper floor habitable room windows and balconies on the northern, eastern, and western eastern elevations to have fixed screening or fixed obscure glazing to a height of 1.7m above finished floor level, or otherwise to the satisfaction of the Responsible Authority.
  - (b) Car spaces allocated on the plans as follows:
    - Not less than one (1) car space per one or two bedroom dwelling;
    - Not less than two (2) car spaces per three (3) or more bedroom dwelling;
    - A minimum of two (2) car spaces allocated to the shop (including 1 as a disabled space in accordance with AS2890.6).
  - (c) The exact model of car stacker to be delineated on the plans. In accordance with Clause 52.06 of the Planning Scheme, car stackers are to be provided with a minimum usable platform width of 2.6m, with this clearly indicated on the plans.
  - (d) Dimensions of car stackers and car stacker spaces clearly indicated on the car park layout plans, showing space width and lengths, clear platform widths and lengths, space heights, pit depths, and height clearances, to the satisfaction of the Responsible Authority.
  - (e) A separation wall provided between the car stackers and the pedestrian path to the lobby. Pedestrian access between the car park and the pedestrian walkway is to be provided directly within the building, to the satisfaction of the Responsible Authority.
  - (f) Pedestrian access within the building to measure a minimum of 1m in width, with this clearly dimensioned on the plans.
  - (g) The verandah on the Glen Huntly Road frontage set back 750mm from the face of the kerb, with this clearly dimensioned on the plans.
  - (h) The provision of one bicycle space for visitors in the form of a bicycle hoop located within an easily accessible area within the building, and not within a private storage area, to the satisfaction of the Responsible Authority.
  - (i) All plans designed and dimensioned in accordance with Clause 52.06 of the Glen Eira Planning Scheme.
  - (j) A schedule of construction materials, external finishes and colours (incorporating paint samples).

When approved, the plans will be endorsed and will then form part of this Permit.

2. The layout of the site and size, design and location of buildings and works as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority. Note: This does not obviate the need for a permit where one is required.

## 3. This Permit will expire if:

- The development does not start within two (2) years from the date of this Permit; or
- The development is not completed within four (4) years of the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within six (6) months after the expiry date if the use/development has not commenced.

If the development has commenced, the Responsible Authority may extend the time referred to if a request is made in writing within twelve (12) months of the expiry date

## 4. Prior to the occupation of the approved development, the owner/permit holder must prepare and have approved in writing by the Responsible Authority a Waste Management Plan (WMP) for the site with respect to the collection and disposal of waste and recyclables associated with the proposed uses on the site to the satisfaction of the Responsible Authority. The WMP must provide for the following:

- (a) The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the Responsible Authority. Commercial waste bins being placed or allowed to remain not in view of the public, and receptacles not emitting any adverse odours.
- (b) Designation of methods of collection including the need to provide for private services or utilisation of council services. If private collection is used, this method must incorporate recycling services and must comply with the relevant EPA noise guideline relating to the time of collection.
- (c) Appropriate areas of bin storage on site and areas of waste bin storage on collection days.
- (d) Details for best practice waste management once operating.

Once approved the WMP will be endorsed to form part of this permit and must be complied with to the satisfaction of the Responsible Authority and must not be varied except with the written approval of the Responsible Authority.

## 5. Prior to the commencement of any site works including demolition and excavation, the owner must submit a Construction Management Plan to the Responsible Authority for approval. No works including demolition and excavation are permitted to occur until the Plan has been approved in writing by the Responsible Authority. Once approved, the Construction Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority. The Plan must be to the satisfaction of the Responsible Authority and must provide details of the following:

- (a) delivery and unloading points and expected frequency;
- (b) Truck haulage routes, circulation spaces and queuing lanes;
- (c) Details how traffic and safe pedestrian access will be managed. These must be in the form of a Traffic Management Plan designed by a suitably

qualified traffic practitioner;

- (d) a liaison officer for contact by owners / residents and the Responsible Authority in the event of relevant queries or problems experienced;
  - (e) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (f) any requirements outlined within this permit as required by the relevant referral authorities;
  - (g) hours for construction activity in accordance with any other condition of this permit;
  - (h) measures to control noise, dust, water and sediment laden runoff;
  - (i) measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
  - (j) any construction lighting to be baffled to minimise intrusion on adjoining lots
6. Areas set aside for the parking of vehicles and access lanes as shown on the endorsed plan(s) must be:
- (a) constructed;
  - (b) properly formed to such levels that they can be used in accordance with the plans;
  - (c) surfaced with an all weather sealcoat;
  - (d) drained;
  - (e) line-marked to indicate each car space and all access lanes;
  - (f) clearly marked to show the direction of traffic along the access lanes and driveways;
- to the satisfaction of the Responsible Authority.
- Car spaces, access lanes and driveways shown on the endorsed plans must not be used for any other purpose
7. Vehicular crossing(s) must be constructed to the road to suit the proposed driveway(s) to the satisfaction of the Responsible Authority and any existing crossing or crossing opening must be removed and replaced with footpath, naturestrip and kerb and channel to the satisfaction of the Responsible Authority
8. The car parking allocation for the approved development must be:
- Not less than one (1) car space per one or two bedroom dwelling;
  - Not less than two (2) car spaces per three (3) or more bedroom dwelling;
  - A minimum of two (2) car spaces allocated to the 93m2 shop.
9. Before occupation of the development, the provision and design of bicycle parking facilities must comply with Clause 52.34 of the Glen Eira Planning Scheme and AS2890.3-1993 (including the type, location, layout, access paths, signage) or otherwise to the satisfaction of the Responsible Authority.



10. During the construction of the buildings and works allowed by this permit, the laneway(s) adjacent to the subject land must be kept free of parked or standing vehicles or any other obstruction, including building materials, equipment etc. so as to maintain free vehicular passage to abutting benefiting properties at all times, unless with the written consent of the Responsible Authority
11. The permit holder must inform all purchasers about this planning permit, particularly drawing attention to Note A.
12. Prior to the occupation of the approved development, a permanent sign must be erected by the applicable planning permit holder in a prominent position in the car park and in any foyer/s stating that "Residents of this development will not be issued Residential Parking Permits (including visitor parking permits)". The sign must measure approximately 0.2 square metres in area, to the satisfaction of the Responsible Authority
13. Prior to the completion of the car stacker pit, written confirmation by a Licensed Land Surveyor is to be provided to the Responsible Authority verifying that the car stacker pits have been constructed in accordance with the endorsed plans.

Notes:

- A. Residents of the dwellings allowed under this permit will not be issued Residential Parking Permits (including visitor parking permits).
- B. The amendments specified in Condition 1 of this Permit and any additional modifications which are "necessary or consequential" are those that will be assessed by Council when plans are lodged to satisfy that condition. Any "necessary or consequential" amendments, in addition to those required by this condition, should be specifically brought to the attention of Council for assessment.

If other modifications are proposed, they must be identified and be of a nature that an application for amendment of permit may be lodged under Section 72 of the Planning and Environment Act 1987. An amendment application is subject to the procedures set out in Section 73 of the Planning and Environment Act 1987.

- C. This Planning Permit represents the Planning approval for the use and/or development of the land. This Planning Permit does not represent the approval of other departments of Glen Eira City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit
- D. This Planning Permit represents the Planning approval for the development of the land. Side and rear boundary fences do not form part of this Planning approval. All matters relating to the boundary fences shall be in accordance with the provisions of the Fences Act 1968
- E. Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal
- F. Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals

- G. Prior to the commencement of any demolition and/or building works, an Asset Protection Permit must be obtained from Council's Engineering Services Department
- H. Consideration is required when installing domestic services (i.e – air conditioning units, heaters, pool pumps, water tanks and the like). The owner/occupier/permit holder/developer must take all reasonable and practicable measures in locating domestic services in position that reduce any amenity impact on adjoining properties. This includes selecting an appropriate installation position and enclosing the domestic service. Further information regarding noise from domestic services can be found in the Environmental Protection Act 1970
- I. Any public/private lighting in the laneway is to be provided by, and maintained by the developer.
- J. Engineering Services encourage the use of rainwater tanks for storage and reuse for toilet and irrigation purposes and/or stormwater detention systems.
- K. Drainage associated with construction (seepage and agricultural waters must be filtered to rainwater clarity) are to be discharged to the nearest Council Drain/Pit and must not be discharged to the kerb and channel.
- L. All stormwater runoff must be connected to the Council underground drainage network. No uncontrolled discharge is to occur to adjoining properties and footpaths.
- M. Any firefighting equipment for the building is to be accommodated within the Title Boundary. Council will not allow private fire equipment in the Road Reserve.
- N. Prior to the commencement of any works within the Road Reserve and/or stormwater connection to the Council Drainage Network all relevant Engineering Permits must be obtained from Council Engineering Services.

## BACKGROUND

Planning Permit Application GE/PP-30247/2017 was issued by Council on 29 August 2017. Within the decision, Council imposed condition 1(k) which read as follows:

*“Provision of car parking in accordance with Clause 52.06-5 (Car Parking) of the Glen Eira Planning Scheme by deleting one two bedroom dwelling”*

The applicant has resubmitted plans, seeking the deletion of this condition, and therefore requesting a waiver of the visitor car parking requirement. The applicant has indicated that achieving the visitor space is not viable, and that in their opinion, the deletion of the dwelling will result in a compromised development outcome.

As this submission refers to a single element of the original permit, the below report responds solely to that area of assessment. The applicant retains a valid permit for the development, and therefore there is no additional assessment requirements in terms of built form over those previously assessed.

## ISSUES AND DISCUSSION

- Zoning and policy context
- Car parking and traffic

### Proposal

- The proposed amendment seeks to waive one visitor car parking space and to consequentially retain a two bedroom dwellings that was removed as part of a previous approval.

### Referrals

#### Transport Planning

- Transport Planning have reiterated that they raise no objection in relation to the waiver of the visitor space sought, subject to provision of other spaces in accordance with the recommended conditions.
- Other parking requirements in relation to stacker details are to be retained on any subsequent permit. .

## FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS

There are no financial, resource and asset management implications.

## POLICY AND LEGISLATIVE IMPLICATIONS

### Zoning and policy context

The site is located within the Commercial 1 Zone, which seeks to create mixed use commercial centres which incorporate a variety of uses. In addition, the zone seeks to provide for residential development at densities complementary to the role and scale of the commercial centre.

The site is also subject to the Heritage Overlay, which seeks to ensure that development is respectful of the heritage character of the area.

### Car Parking and Traffic

The Planning Scheme requires a total of 10 car parking spaces to be provided on the site, 6



of which are for the residents, 1 for resident visitors and 3 for the shop. This is however reduced by one space as the site benefits from an existing credit for one parking space that is associated with an existing shop use.

A total of 8 car spaces have been proposed, 7 of which would be allocated to residents and 1 for the shop use.

Council's Traffic Engineers have considered the quantum of car parking to be acceptable, but have suggested that the spaces be reallocated such that the dwellings are each provided within one space (6 spaces) and the shop be provided with 2 spaces. The application would therefore only provide for a reduction of one visitor space. Council's Traffic Engineers do not object to this.

In considering the suitability to reduce one visitor parking space, the proposal is considered acceptable by virtue of the proximity of public transport to the site, and the proximity of local services and ample parking in the immediate area, particularly after hours where visitor demand may be increased. As such it is considered that a waiver of the visitor parking requirement is appropriate. It is further noted that access to the parking area is via the laneway at the rear of the site which would be inconvenient for visitors to negotiate.

Council's Transport Planning Department has previously indicated that the proposed development would not result in any adverse impacts upon the road network as a result of additional trip generation.

## **COMMUNICATION AND ENGAGEMENT**

### **1. Public Notice (Statutory)**

- Notification was not considered necessary, as the proposal is identical to that previously considered, with no changes to the approved built form.

### **2. Planning Conference (Non Statutory)**

- As there was no public notification of the proposal, a Planning Conference was not required.

## **LINK TO COUNCIL PLAN**

Liveable and Well Designed: A well planned City that is a great place to live.

## **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

## **CONCLUSION**

That a Notice of Decision to Grant an Amended Planning Permit be issued.













[illegible]



**ITEM 9.8 1-3 HIGGINS ROAD, BENTLEIGH****Author:** Paul Wood, Manager Town Planning**File No:** GE/PP-24125/2011/A**Attachments:** Advertised plans**PURPOSE AND SUMMARY**

To consider an application to amend a Planning Permit.



<b>PROPOSAL</b>	Increase the area in which liquor is allowed to be consumed
<b>MUNICIPAL STRATEGIC STATEMENT</b>	Open Space – Clause 21.13
<b>APPLICANT</b>	Bentleigh Bowling Club
<b>PLANNING SCHEME CONTROLS</b>	Public Park and Recreation Zone Special Building Overlay
<b>OBJECTIONS</b>	Five

**RECOMMENDATION**

That Council issue a Notice of Decision to Amend Planning Permit No. GE/PP-24125/2011/A at 1-3 Higgins Road, Bentleigh in accordance with the existing planning permit conditions as follows and endorse the advertised red line plan:

1. The sale and consumption of liquor may occur on the site only within the area denoted on the endorsed plan.
2. The layout and description of the use(s) as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Note: This does not obviate the need for a permit where one is required.

3. This Permit will expire if the use is not started within two (2) years from the date of this Permit.

The Responsible Authority may extend the time referred to if a request is made in writing before this Permit expires or within three (3) months after the expiry date.

**BACKGROUND**

The Bentleigh Bowling Club has been in operation continuously at the subject site since 1945. The operators are required to obtain a Liquor License from the Victorian Commission for Gambling and Liquor Regulation (VCGLR) which specifies in detail the parameters for sale and consumption of liquor associated with the facility. The club currently holds two licenses which require annual renewal:

- Full Club License No. 32104818  
This license governs supply of liquor associated with the bowling club including members of the club, authorised gaming visitors and guests of a member. This licence specifies hours of operation and maximum patron numbers.
- Limited License No. 36103490  
This license governs supply of liquor associated with pre-booked functions conducted separately to the bowling at the facility. This licence specifies hours of operation.

A Planning Permit was issued for “variation to an existing liquor licences to increase the area in which liquor is allowed to be consumed in accordance with the endorsed plans” on 11 November 2011. The planning permit currently excludes the area that is outside the title boundary; land which is currently leased from Council. This application seeks to increase the red line area to encompass the entire facility by amending the endorsed plans associated with that permit.

## ISSUES AND DISCUSSION

### Proposal

The Bentleigh Bowling Club has three bowling greens. The application is to include the area around Green 2 so alcohol can be consumed around the green, this accounts for approximately the eastern third of the area surrounding Green 2 as shown below.



View of Green 2 (south)



View of Green 2 (west)

### Objectors' concerns

The objectors have raised concerns pertaining to amenity impacts associated with the existing use as follows:

- Amenity impacts from noise and lighting from events
- Facility being used like a hotel not a sporting venue
- Liquor consumption after bowling is finished
- Compounding impact of disamenity from liquor consumption due to proximity between the subject site and Bentleigh RSL
- Restrict hours of liquor consumption to daylight hours only
- Amenity impacts from lighting from events
- Amenity impacts from noise from intoxicated patrons, music and events
- Amenity impacts from behaviour of intoxicated patrons including smashing glass bottles in the carpark area and also along the sidewalk of Higgins Road and St. Paul's Primary School.

### Referrals

Property and Building (Council's Lease Manager)

- No objection

Park Maintenance

- No objection

Recreation & Open Space

- No objection



### Amenity Impacts

It is not expected the inclusion of the edge around Green 2 in the area where liquor can be consumed will increase amenity impact to the adjoining residents and other people who enjoy the abutting park to the east because:

- the intensity of the use will not change as a result of the amendment application;
- the capacity of the facility will not change as a result of the amendment application; and
- the terms of the sale and consumption of the liquor licences which govern sale and consumption of liquor such as hours of operation and patron numbers will not change as a result of the amendment application.

In addition to the above, not all patrons of the bowling club drink alcohol, not all greens are being used all the time and this section of the green is located on the opposite side of the facility to the pavilion where alcohol is served.

### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource and asset management implications.

### **POLICY AND LEGISLATIVE IMPLICATIONS**

The amendment is required as the applicant is renewing their annual liquor licenses with the Victorian Commission for Gambling and Liquor Regulation (VCGLR) and wants to align their licenced area with the facility's property boundary.

### **COMMUNICATION AND ENGAGEMENT**

#### **1. Public Notice (Statutory)**

- 5 properties notified
- 5 notices sent (owners and occupiers)
- 2 signs erected on site
- 5 objections received

#### **2. Planning Conference (Non Statutory)**

A Planning Conference chaired by Cr Hyams was held at 6.30pm on Monday 22 January 2018 at the Council Offices. All objectors and the applicant were invited to attend the meeting. No objectors or the applicant attended the meeting.

### **LINK TO COUNCIL PLAN**

#### **Glen Eira Council and Community Plan 2017–2021**

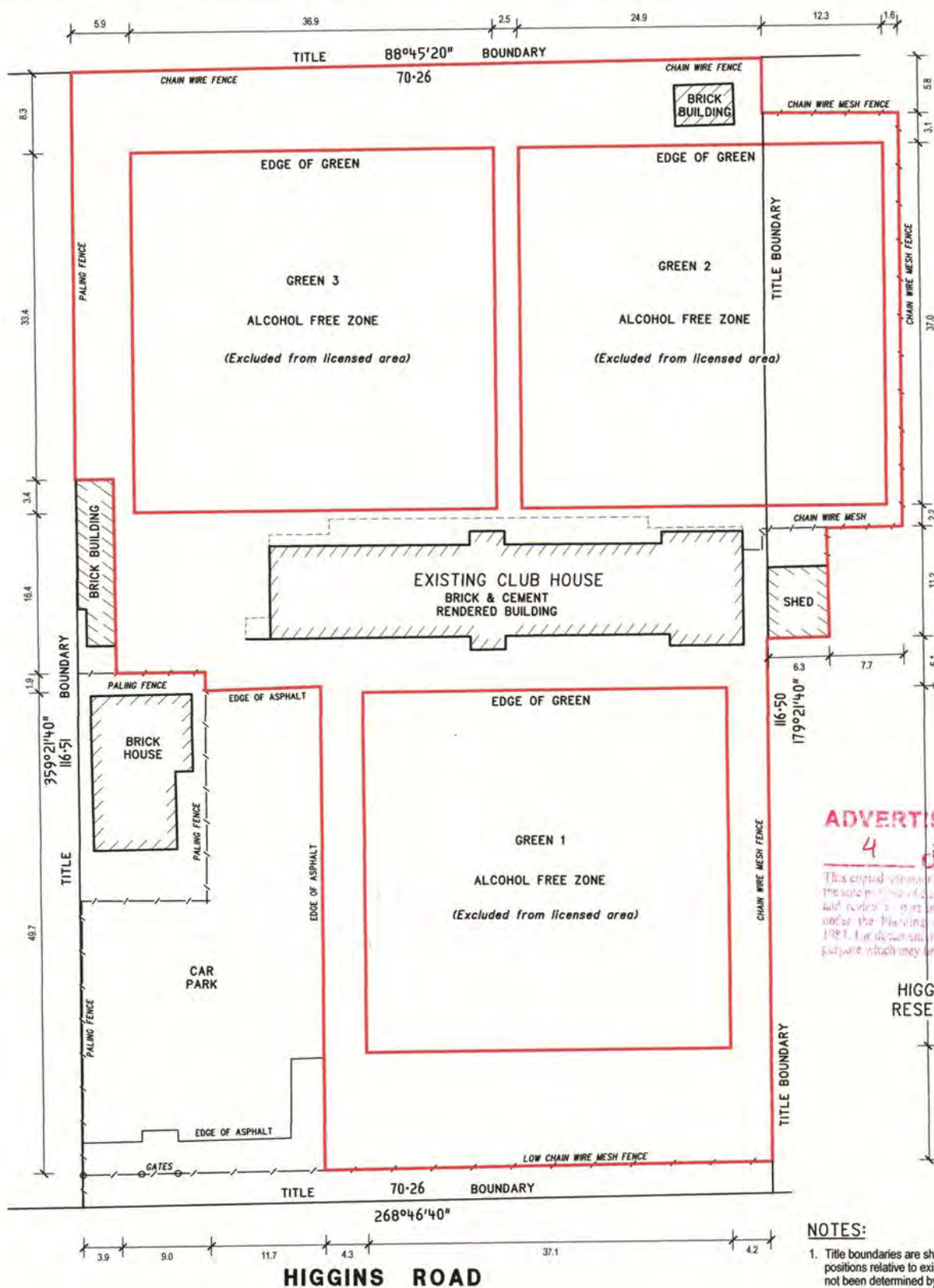
- Community Connection: Support local community groups, sporting clubs and organisations.
- Liveable and Well Designed: A well planned City that is a great place to live.
- Parks, Open Space, Waste and Sustainability: Provision and maintenance of sporting/ recreation facilities and parks.

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

That a Notice of Decision to Amend a Planning Permit be issued.



ADVERTISED PLAN

4 OF 5

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HIGGINS RESERVE



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JOB No.	DRAWING No.	REV.	SCALE	DRAWN	PR	11654.LCD
11654	4	0	1:400	09-08-17	CHECKED POB	9 AUG 2017

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11654.LCD  
9 AUG 2017

2. This Drawing is based on information provided by the Benteigh Bowling Club, limited information from other sources and limited field survey measurement.



**ITEM 9.9 ELSTER CREEK CATCHMENT**

**Author:** Ron Torres – Director Planning and Place

**File No:**

**Attachments:** MOU / Action plan

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**PURPOSE AND SUMMARY**

To note Glen Eira Council's collaboration with Melbourne Water and three neighbouring Local Councils to tackle the impact of flooding in the Elster Creek Catchment. The working group has prepared a shared vision and approach to enable the investigation of improvement opportunities to mitigate, adapt and respond to the impact of flooding.

The Elster Creek Catchment Action Plan for 2018 has been established as a first step to achieve this.

**RECOMMENDATION**

That Council:

1. notes and endorses the Elster Creek Catchment Action Plan; and
2. notes the commitment by Melbourne Water and the Cities of Port Phillip, Glen Eira, Bayside and Kingston to work collaboratively with a shared approach to enable investigation of improvement opportunities with respect to flooding in the Elster Creek Catchment.

**BACKGROUND**

The *Elster Creek Catchment* (Figure 1) is a metropolitan Melbourne catchment lying immediately adjacent to the south of the Yarra River catchment. The catchment covers an area of approximately 40 square kilometres across four municipalities, the majority of which lies within Glen Eira. The Elster Creek catchment collects rainwater that falls in this area. It flows underground to McKinnon and East Brighton to become visible at Gardenvale. A well known part of the catchment is the Elwood Canal which runs into Port Phillip Bay.

Since September 2016, Council has worked with Melbourne Water and the cities of Port Phillip, Kingston and Bayside to establish the Elster Creek CEO forum. In May 2017, all five organisations signed a Memorandum of Understanding (refer to attachment). The Memorandum of Understanding, states:

*Councils and Melbourne Water are committed to cooperating across municipalities and with water utilities and State departments for the purpose of exploring a whole-of-catchment approach. Engagement with community members is paramount in developing a common understanding of effective ways to address the problem.*

*Specifically, the parties will:*

- *Be transparent in all interactions and share information with the intent of establishing a shared understanding of the factors influencing the problem.*



Figure 1 - The Elster Creek Catchment

- Embed a common community engagement language and process that is constructive and meaningful for community members.
- Be considerate of each organisation's respective circumstances, including but not limited to, community interests, commercial imperatives and strategic contexts.
- Collaborate to identify evidence-based and innovative solutions with a best-for-regional catchment community benefit.
- Ensure opportunities to build community resilience are explored and actively pursued.

A working group consisting of General Manager/Director level staff from each organisation developed a *draft* Action Plan.

The independently facilitated Elster Creek Catchment Community Forum was held on 7 September, 2017. The purpose of the forum was to obtain community and stakeholder feedback and input into the draft Elster Creek Catchment Action Plan. The draft Action Plan was presented to those in attendance and feedback was sought.

Attendees at the forum were:

- Councillors from the Cities of Port Phillip, Glen Eira, Bayside and Kingston
- Invited community members and representatives from a number of interested community groups across the four municipalities.
- Senior staff from each Council and Melbourne Water.
- Three members of the Victorian State Emergency Services.

In response to the feedback received, the Action Plan was amended to include a governance structure. Also, the following additional actions were included:

- Review of 2011 Flood Mitigation Study
- Investigation of Cooperative Research Centre modelling and mitigation options
- Creation of a Community Reference Group Information sessions for stakeholder advocacy groups (eg. Elsternwick Park Coalition)

The Elster Creek Catchment Action Plan for 2018 was endorsed on 27 September 2017, at the Elster Creek CEO Forum.

## ISSUES AND DISCUSSION

Flooding in the catchment is not constrained by municipal boundaries. The Elster Creek CEO Forum's shared, catchment-wide approach has the potential to be a far more effective response than past, individual Council approaches.

The endorsed Elster Creek Catchment Action Plan contains details regarding the governance structure that will facilitate its delivery and contains three themes:

### *One Catchment, One Plan –*

Understanding and responding to flood risk at a catchment scale, further developing community resilience to flooding. This theme will be led by Bayside City Council.

### *Strategic Planning –*

Develop a consistent approach to land use planning across the Elster Creek Catchment which minimises the impacts of urban runoff. Opportunities are sought to further minimise flood risk across the catchment through innovation, research and collaborative partnerships. This theme will be led by Glen Eira City Council.

### *Informed Communities –*

Build community and agency awareness and a shared understanding of flooding in the Elster Creek Catchment. This theme will be led by the City of Port Phillip.

The Action Plan incorporates feedback received from the community via the Community Forum held on September 7, 2017. The timelines contained in the plan signify the start date of each action.



Council's commitment to the Action Plan:

- Sets Council's intention to work with the organisations involved to reduce flooding impacts on the local environment, including opportunities to improve water quality with reduced pollution and nutrient levels.
- Indicates to our community Council's commitment to work with Melbourne Water and the other Local Governments in the Elster Creek catchment, to identify and deliver feasible projects to mitigate, adapt and respond to the impact of flooding.
- Supports projects with the potential to reduce the number of occasions and/or the severity of flooding. This has economic impacts on the local community and business impacted by flooding and on the renewal or maintenance of Council's own infrastructure.

### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

Endorsing the Action Plan does not commit council to investing funds on Melbourne Water land or in other municipalities. The theme led by Glen Eira can be managed under the operating budget of the City Futures department.

### **POLICY AND LEGISLATIVE IMPLICATIONS**

The Action Plan has no immediate legal and risk implications. A possible outcome of the Glen Eira led theme could be a shared planning scheme amendment across the four councils.

### **COMMUNICATION AND ENGAGEMENT**

Interested community members were invited to attend the Elster Creek Catchment Community Forum on 7 September, 2017. Community feedback was valuable in developing a common understanding to address the issue of flooding. The Action Plan incorporates feedback received from the community.

A communications plan will be developed to inform the community of the delivery of the actions within the Action Plan.

A community reference group will be created to provide community feedback to the working group.

### **LINK TO COUNCIL PLAN**

Theme One – Liveable and Well Designed  
Theme Three – Safe, Healthy and Inclusive  
Theme Five – Informed and Engaged

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

The Elster Creek CEO Forum heralds a new, collaborative approach to regional flooding in metropolitan Melbourne; one which acknowledges that it is a shared responsibility.

Glen Eira City Council will continue to work closely with Melbourne Water and Local Councils to implement the Elster Creek Catchment Action Plan for 2018.



# MOU

## ELSTER CREEK CATCHMENT

### Purpose

This Memorandum of Understanding:

- Defines, at a high-level, the drainage problem of concern to communities living, working and visiting within the Elster Creek catchment
- Sets out the core principles to promote collaboration between the four relevant councils and Melbourne Water to find effective evidence-based and innovative solutions to address the catchment's flooding issues, where possible.

### Parties

The five relevant parties are:

- Melbourne Water
- The City of Bayside
- The City of Glen Eira
- The City of Kingston
- The City of Port Phillip

### Problem Statement

Flooding is a function of rainfall runoff exceeding the capacity of underground and surface drainage systems and waterways across the Elster Creek catchment, as well as storm surge and king tides. Climate change and infill development are very likely to exacerbate the frequency and impact of flooding events.

Flooding within Elwood is disproportionate to its area of the catchment. In Glen Eira and Bayside, a large number of properties and dwellings flood during heavy rainfall events. Reducing the impact of increased runoff on flood vulnerable areas requires the Elster Creek catchment to be managed as a whole. All flood retention, detention and conveyance opportunities to reduce flood impact are to be considered irrespective of municipal boundaries.

It is recognised that evidence-based and innovative solutions should consider co-existence of multiple land-uses and multi-functions to achieve optimal community benefit, noting that flood mitigation investment is mutually inclusive with both passive and active recreation.

Previous attempts to adapt the built form of Elwood to flooding have resulted in some positive impacts but the community is eager for greater levels of change.

Flooding has a high social as well as economic cost and there is an opportunity to increase preparedness of residents.

### Core Principles

Councils and Melbourne Water are committed to cooperating across municipalities and with water utilities and State departments for the purpose of exploring a whole-of-catchment approach. Engagement with community members is paramount in developing a common understanding of effective ways to address the problem.

Specifically, the parties will:

1. Be transparent in all interactions and share information with the intent of establishing a shared understanding of the factors influencing the problem.
2. Embed a common community engagement language and process that is constructive and meaningful for community members.
3. Be considerate of each organisation's respective circumstances, including but not limited to, community interests, commercial imperatives and strategic contexts.
4. Collaborate to identify evidence-based and innovative solutions with a best-for-regional catchment community benefit.
5. Ensure opportunities to build community resilience are explored and actively pursued.

### Review Period

It is agreed that this MOU will be reviewed within two years following the date of commencement.

**Commencement date:** July, 2017

**Signed on behalf of:**



Melbourne Water

**Signed on behalf of:**



Kingston City Council

**Signed on behalf of:**



Bayside City Council

**Signed on behalf of:**



City of Port Phillip

**Signed on behalf of:**



Glen Eira City Council



# Elster Creek Catchment Action Plan

October 2017 – *In Confidence*



## Core Principles – Memorandum of Understanding

Outlined in the Memorandum of Understanding is a commitment by Councils within the Elster Creek catchment and Melbourne Water on the governing principles of the group. This extract has been included within this document to provide alignment between the MOU and how the Working Group will work to deliver the Action Plan.

### **Core Principles**

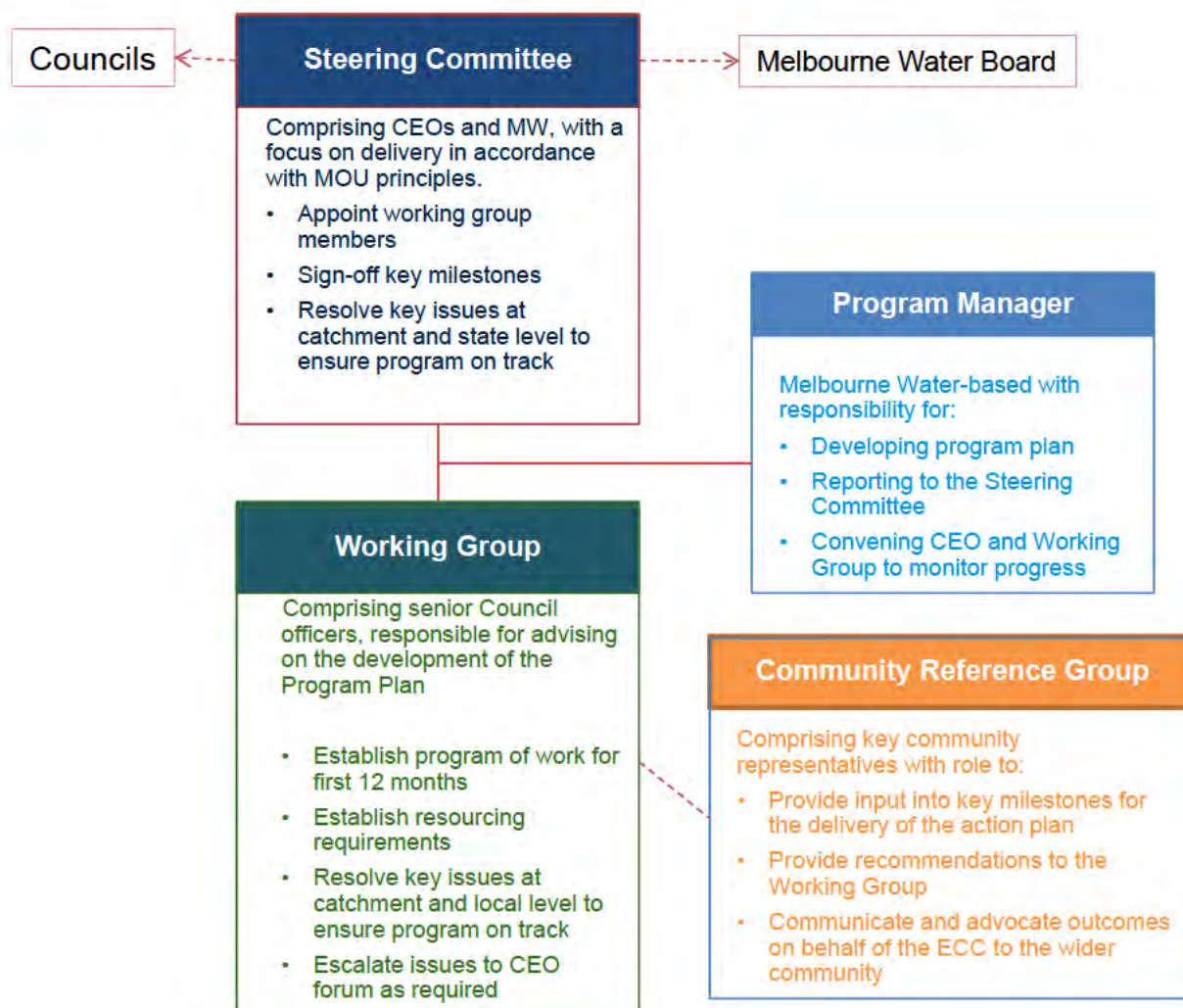
*Councils and Melbourne Water are committed to cooperating across municipalities and with water utilities and State departments for the purpose of exploring a whole-of-catchment approach. Engagement with community members is paramount in developing a common understanding of effective ways to address the problem.*

*Specifically, the parties will:*

- 1. Be transparent in all interactions and share information with the intent of establishing a shared understanding of the factors influencing the problem.*
- 2. Embed a common community engagement language and process that is constructive and meaningful for community members.*
- 3. Be considerate of each organisation's respective circumstances, including but not limited to, community interests, commercial imperatives and strategic contexts.*
- 4. Collaborate to identify evidence-based and innovative solutions with a best-for-regional catchment community benefit.*
- 5. Ensure opportunities to build community resilience are explored and actively pursued.*

This Action Plan is a high level document, with overall deliverables for each action. Each action will be scoped in detail by the Working Group.

## Governance Structure





## Action Plan – 2018

### Theme: *One catchment, one plan*

*Understanding and responding to flood risk at a catchment scale, further developing community resilience to flooding*

	Deliverable	Resourcing	Timeline	Lead Agency	Outcome
<b>Catchment view of flood risk</b>	1. A Elster Creek catchment wide flood map and flood risk map that includes: <ul style="list-style-type: none"> <li>• 1% ARI flood extent and a range of other more frequent flood extents</li> <li>• Floor level data for all flood affected properties</li> <li>• Heat map of flood risk</li> </ul>		January 2018	Melbourne Water	<i>Understanding of catchment wide flood risks</i>
<b>Catchment view of infrastructure projects</b>	2. A single asset investment view across the catchment: <ul style="list-style-type: none"> <li>- Sharing existing and future planning of IWM and drainage investment projects</li> <li>- Identification of opportunities to influence projects based on the inclusion of flood risk reduction</li> <li>- Collate previous investment across the catchment</li> </ul>		May 2018	Bayside City Council	<i>Opportunities to share resources or prioritise projects based on need within the catchment</i>
<b>Review all options to reduce flood risk</b>	3. A review of the 2011 GHD Flood Mitigation Study to: <ul style="list-style-type: none"> <li>a) Identify whether any of the mitigation options previously identified might be beneficial for mitigating higher AEP floods (ie: 10%, 20%)</li> <li>b) Consider whether there are other opportunities, not previously identified that might be appropriate for mitigating higher AEP floods</li> </ul>		March 2018	Melbourne Water	<i>Options reviewed which may result in localised mitigation works for more frequent flood events</i>
	4. Investigate modelling and mitigation options recommended by the CRC.		April 2018	Melbourne Water	<i>Work in collaboration with relevant research groups</i>

## Action Plan – 2018

### Theme: *One catchment, one plan*

*Understanding and responding to flood risk at a catchment scale, further developing community resilience to flooding*

	Deliverable	Resourcing	Timeline	Lead Agency	Outcome
<b>Preparedness for flood events</b>	5. Elster Creek Catchment flood management plan developed which builds community understanding of flood risk, preparedness and response across the catchment by working with our partners (SES and Council)		April 2018	Melbourne Water	<i>Uplift of community resilience in the catchment to be better prepared for flood events</i>
	6. Pilot program developed which provides for a tailored approach to flood awareness, education and response (with potential higher levels of service) based on sub catchment flood risk profiles		July 2018	Melbourne Water	<i>Responding to our communities needs for higher levels of service – building resilience and enabling preparedness and recovery uplift</i>
<b>Post-flood actions</b>	7. Work with EMV and VicSES for improved coordination and response, including scenario planning		June 2018	Melbourne Water	<i>Meeting community expectations for flood response</i>
	8. Communication to the community at appropriate times				

## Action Plan – 2018

### Theme: *Strategic planning*

*Develop a consistent approach to land use planning across the Elster Creek Catchment which minimises the impacts of urban runoff. Opportunities are sought to further minimise flood risk across the catchment through innovation, research and collaborative partnerships.*

Action	Deliverable	Resourcing	Timeline	Lead Agency	Outcome
<i>Planning for the catchment</i>	9. Complete a collective review (scan) of the Catchment's planning schemes to inform future 'catchment level' planning policy, focussing on the reduction in flood risk and adaptability provisions.		February 2018	City of Glen Eira	<i>Consistent Planning provisions across municipalities that minimise urban runoff and flood risk are implemented for the Elster Creek Catchment</i>
	10. Define future planning policy opportunities from a catchment wide perspective (IWM, Rainwater Tanks, Impervious %, Incentives and Offset Program) leveraging available research programs and partnership opportunities		May 2018	City of Glen Eira	
	11. Review outcomes of the Distributed Storages and Melbourne Urbanisation Mapping Projects to ascertain opportunities for further scenario development in the Elster Creek Catchment		March 2018	Melbourne Water	
<i>Collaborating with our partners</i>	12. Develop a plan to engage with stakeholders, the community and councils when commencing modelling and mapping projects (which lead to planning scheme amendments)		April 2017	Melbourne Water	
<i>Innovation</i>	13. Develop a plan to share existing or planned technology advancements across the catchment and progress these tools for early community benefits: <ul style="list-style-type: none"> <li>- Flood warning app</li> <li>- Smart gauges</li> </ul>		May 2018	Melbourne Water	



## Action Plan – 2018

### Theme: Informed communities

*Build community and agency awareness and a shared understanding of flooding in the Elster Creek Catchment*

Action	Deliverable	Resourcing	Timeline	Lead Agency	Outcome
<b>We communicate with our communities about flooding across the Elster Creek Catchment</b>	14a. Communications approach and plan developed		January 2018	Lead Agency Port Phillip City Council	<i>Consistent and clearly understood communications about Elster Creek Catchment flooding</i>
	14b. Development of 'a community' lexicon in relation to flooding. Conversations and communications about flood risk are clearly articulated and shared across the Elster Creek Catchment. Simplifying flood terminology and concepts.				
<b>Building our understanding, validating what we know</b>	15. Develop a mechanism for impacted communities to update flood impacts during and post flood events using the latest NextGen technologies (ie: livestreaming, photos, drone information)		April 2018	Melbourne Water	<i>Enabling understanding of catchment wide flood impacts affecting the community</i>
<b>Our engagement is focused</b>	16. Map key stakeholders groups across the Elster Creek Catchment to understand influencers and advocacy opportunities		January 2018	Port Phillip City Council	<i>Information will form a baseline for future activities</i>
	17. Create a Community Reference Group to provide community feedback to the Working Group		February 2018	Port Phillip City Council	<i>Community is actively engaged</i>
<b>Building our understanding</b>	18. Develop a specific education program for Councillors, MP's Senior Council Executives and Stakeholder Advocacy Groups to: <ul style="list-style-type: none"> <li>• Build understanding of the characteristics of the Elster Creek Catchment in relation to flooding</li> <li>• Understand mitigation options (i.e. 2011 GDH Flood Mitigation Study)</li> </ul>		March 2018	Port Phillip City Council	<i>Agencies and advocacy groups understand flood risk across the Elster Creek Catchment</i>

**ITEM 9.10 VCAT WATCH****Author:** Paul Wood – Manager Town Planning**File No:** N/A**Attachments:** Applications before and recent decision of the Victorian Civil and Administrative Tribunal**PURPOSE AND SUMMARY**

To report to Council applications currently before, and recent decisions of, the Victorian Civil and Administrative Tribunal (VCAT).

**RECOMMENDATION**

That Council notes:

1. The applications currently before the Victorian Civil and Administrative Tribunal (VCAT), including the recent applications that have been lodged with VCAT.
2. The recent decisions of VCAT, including the commentary provided in relation to matters of notable interest.

**BACKGROUND**

The VCAT process is an integral part of the planning permit process and provides opportunity for independent review of planning decisions. VCAT is required to take into consideration any relevant planning policy.

**ISSUES AND DISCUSSION**

This report includes an attachment that provides an overview of all applications currently before, or that have recently been decided by the VCAT. The attachment table is broken down into 'New appeals lodged with the VCAT', 'Current matters before the VCAT' (including upcoming hearings or where Council is waiting for a decision after the hearing has taken place), and 'Recent decisions of the VCAT'.

Of the recent decisions, the following is considered of notable interest for Council:

<b>Address</b>	<b>25-27 Horne Street, Elsternwick</b>
<b>Proposal</b>	<p>The proposal included construction of a seven storey building containing shops at ground level and 25 dwellings above.</p> <p>The proposal was amended at VCAT to improve the internal amenity of the dwellings.</p> <p>Council maintained its grounds of refusal at VCAT including that the development did not respond to local policy, did not provide sufficient commercial floorspace and had inadequate internal amenity.</p>
<b>Council decision</b>	Refusal (Manager)
<b>VCAT decision</b>	Permit issued
<b>Appellant</b>	John Saunders Architects



The subject site is located within the Commercial 1 Zone and is affected by the Environmental Audit Overlay. The decision by Council largely accepted the form of the building, however refused a permit on grounds of poor internal amenity

Through the course of the hearing, the Member provided an opportunity for the applicant to submit amended plans that improved the quality of the internal amenity. This was done by introducing lightwells and improving the configuration of the living areas. While Council agreed that this was an improvement, it maintained its objection to the proposal.

The Member however considered that the changes represented an acceptable improvement and provided acceptable amenity for future occupiers.

The Member was largely silent on the quantum of commercial floorspace and ultimately issued a planning permit for this development.

### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

There are no financial, resource or asset management implications.

### **POLICY AND LEGISLATIVE IMPLICATIONS**

The decisions of notable interest in this report are relevant to the strategic planning work being undertaken by Council's City Futures Department.

### **COMMUNICATION AND ENGAGEMENT**

There has been no communication or engagement for this report.

### **LINK TO COUNCIL PLAN**



## **ORDINARY COUNCIL MEETING**

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Liveable and Well Designed:

*A well planned City that is a great place to live.*

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

This report provides details of the applications before and recent decisions of the VCAT.

**ATTACHMENT 1: APPLICATIONS BEFORE AND RECENT DECISION OF THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL**

NEW APPEALS LODGED WITH THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (4 DECEMBER 2017 to 15 JANUARY 2018)									
Address	Suburb	Appeal date	VCAT reference	Description of proposal	Zone	Council decision	Council delegate for decision	Appeal lodgment date	Type of appeal
9 Royal Avenue	Glen Huntly	30/4/18	P2738/2017	The construction of a four storey building comprising up to 16 dwellings and a reduction in the visitor car parking requirement and waiver of loading bay requirement	C1Z	Planning Permit	Council	6/12/17	s80 (Conditions)
83 Truganini Road	Carnegie	9/5/18	P2774/2017	Construction of five (5) dwellings (4 three storey and 1 double storey) and reduction in visitor car parking requirement on land affected by Special Building Overlay	GRZ1	Refusal	DPF	12/12/17	s77 (Refusal)
2 Smith Street	Bentleigh	24/5/18	P2729/2017	Construction of two (2) double storey attached dwellings	NRZ1	Refusal	Manager	6/12/17	s77 (Refusal)
20 McKinnon Road	McKinnon	20/6/18	P2848/2017	Construction of two (2) double storey attached dwellings with basement carparking	NRZ1	Refusal	Manager	20/12/17	s77 (Refusal)
669-673 Centre Road	Bentleigh East	25/5/18	P2948/2017	Request for Extension of Time for a permit allowing construction of a six storey building comprising up to 39 dwellings above a basement car park, alteration of access to a road in a Road Zone Category 1, a reduction in parking and waiver of loading bay requirements"	C1Z	Refusal	Manager	29/12/17	s87A (Amendment)
233-247 Glen Huntly Road & 14 Ripon Grove	Elsternwick	4/6/18	P2932/2017	Construction of a multi-level mixed use development including 117 dwellings, up to 13 storeys plus basement, reduction in visitor car parking and waiver of loading bay requirements	C1Z	Refusal	Council	2/1/18	s77 (Refusal)
25 Stone Street	Caulfield South	26/6/18	P2998/2017	Construction of two (2) double storey attached dwellings	NRZ1	Undetermined	Officer	2/1/18	s79 (Failure to grant a permit)  The Town Planning Department are challenging this decision as being premature as the fee was not paid and therefore the statutory timeframe had not commenced.

CURRENT MATTERS BEFORE THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (AWAITING APPEAL DECISION OR APPEAL HEARING)									
Address	Suburb	Appeal date	VCAT reference	Description of proposal	Zone	Council decision	Council delegate for decision	Appeal lodgment date	Type of appeal
472 & 476-482 Kooyong Road & 11 Saturn Street	Caulfield South	23/11/17	P973/2017	Construction of buildings and works (ranging from 3 to 19 storeys) and use of the land as a hospital, retirement village, residential aged care facility and child care centre with associated carparking and reduction of the bicycle parking requirement	NRZ1	Refusal	Council	12/5/17	s77 (Refusal)
664-670 North Road	Ormond	27/11/17	P1718/2017	Construction of part two, part three storey buildings comprising twenty one (21) dwellings above basement car park and a reduction in the statutory visitor car parking requirements, on land affected by the Special Building Overlay	GRZ2	Refusal	Manager	28/7/17	s77 (Refusal)
1-3 Horne Street	Elsternwick	4/12/17	P1668/2017	The construction of a nine storey building and basement, use of the land for 25 dwellings, a retail premise, reduction of the car parking requirement and waiver of the loading bay requirement	C1Z	Refusal	Council	24/7/17	s77 (Refusal)
1032-1032A North Road	Bentleigh East	11/1/18	P1529/2017	The construction of a three storey building comprising two shops and nine dwellings	C1Z	Planning Permit	Council	18/7/17	s80 (Condition)
2 Marilyn Court	Bentleigh East	16/1/18	P1582/2017	Construction of a double storey dwelling to the rear of an existing dwelling	NRZ1	Refusal	Manager	19/7/17	s77 (Refusal)
3 Banksia Road	Caulfield South	2/2/18	P2058/2017	Removal of the registered restrictive covenant contained in Instrument of Transfer 776487 from Lot 26 on LP5916 (Volume 3892 Folio 238)	NRZ1	Refusal	Officer	18/9/17	s77 (Refusal)
2 Moira Avenue	Carnegie	5/2/18	P2092/2017	Partial demolition, alterations and additions (including a first floor addition) to the existing dwelling on land affected by the Heritage Overlay and Special Building Overlay	NRZ1	Refusal	Manager	18/9/17	s77 (Refusal)
730-734 North Road	Ormond	20/2/18	P1983/2017	Request for Extension of Time for a permit allowing construction of two double storey attached dwellings; a three storey building with a basement carpark comprising of twelve (12) dwellings; a food and drink premises; two (2) shops; reduction of the carparking requirement and waiver of the loading bay requirement on land affected by the special building overlay	NRZ1	Refusal	Manager	4/9/17	s81 (Extension of time)
12 Kambea Grove	Caulfield North	22/2/18	P1859/2017	Demolition and construction of a dwelling in a neighbourhood character overlay and special building overlay	NRZ1	Refusal	Manager	23/8/17	s77 (Refusal)
17-19 Loranne Street	Bentleigh	22/2/18	P2165/2017	Construction of a part three (3), part four (4) storey building consisting of 21 dwellings above basement car park; reduction of visitor car parking requirements	GRZ1, RGZ	Refusal	Council	28/9/17	s77 (Refusal)
240-250 McKinnon Road	McKinnon	22/2/18	P2269/2017	A four storey building comprising six shops and twenty six dwellings above basement car park and a reduction in car parking requirements (for shops) and waiver of the loading bay requirement	C1Z	Permit	Council	9/10/17	s80 (Condition)
111-113 Jasper Road	Bentleigh	27/2/18	P2049/2017	Replacement and installation of internally illuminated and non-illuminated business identification signage	NRZ1	Planning Permit	Officer	8/9/17	s80 (Conditions)
24 Marara Road	Caulfield South	27/2/18	P2371/2017	Construction of two (2) double storey attached dwellings	NRZ1	Planning Permit	DPF	26/10/17	s149 (declaration)
20 Leonie Avenue	Bentleigh East	8/3/18	P2229/2017	Construction of two (2) double storey dwellings	NRZ1	Refusal	Manager	3/10/17	s77 (Refusal)
388-394 Hawthorn Road	Caulfield South	13/3/18	P2293/2017	Construction of a 7 storey building comprising 46 dwellings, a retail premises and a basement car park, reduction of the car parking requirements, waiving of the loading bay requirement and creation	C1Z	Refusal	Manager	11/10/17	s77 (Refusal)



				and alteration of access to a road in a Road Zone, Category 1					
31 Nepean Hwy	Elsternwick	13/3/18	P2320/2017	Partial demolition, alterations and additions and use of land for the purpose of a Child Care Centre and the reduction of the car parking requirement	RGZ1	Planning Permit	Council	13/10/17	s80 (Conditions)
50 Blamey Street	Bentleigh East	16/3/18	P2258/2017	Construction of a single storey dwelling to the rear of the existing dwelling.	NRZ1	Refusal	Manager	6/10/17	s77 (Refusal)
78 Lyons Street	Carnegie	21/3/18	P2247/2017	Construction of two (2) double storey attached dwellings on land affected by Special Building Overlay	NRZ1	Refusal	Manager	9/10/17	s77 (Refusal)
329 Jasper Road	Ormond	3/4/18	P2191/2017	Construction of a four storey building comprising of a shop and fifteen (15) dwellings; use of the land for dwellings; reduction in car parking requirements (for visitors and shops); waiver of loading bay requirements; to alter access to a road zone category 1	C1Z	Refusal	Council	5/10/17	s77 (Refusal)
16 South Avenue	Bentleigh	3/4/18	P2240/2017	Construction of eight (8) three storey townhouses with basement car parking	GRZ1	Refusal	DPF	5/10/17	s77 (Refusal)
312 Orrong Road	Caulfield	9/4/18	P2287/2017	Construction of a three (3) storey building containing five (5) apartments above basement car park, and a waiver of the statutory visitor car parking requirement	GRZ	Refusal	Manager	10/10/17	s77 (Refusal)
65 Hall Street	Ormond	16/4/18	P2407/2017	Construction of two (2) attached double storey dwellings	NRZ1	Refusal	DPF	26/10/17	s77 (Refusal)
15-23 Mayfield	St Kilda East	18/4/18	P2366/2017	An amendment to a hours of operation and the uses that could be undertaken on the land was approved as an amendment to planning permit that allows buildings and works for the construction of a two storey building (to the rear of the site, behind Gandel Besen House primary school), refurbishment to the existing building and grounds (Gandel Besen House) including the synagogue and the construction of a carpark for 18 carspaces to the west of the site.	NRZ1	Planning Permit	DPF	6/11/17	s80 (Conditions)
15-23 Mayfield	St Kilda East	18/4/18	P2367/2017	An amendment to the permit to allow the hall and synagogue to be used independent of the school was refused.	NRZ1	Refusal	DPF	6/11/17	s77 (Refusal)
15-23 Mayfield	St Kilda East	18/4/18	P2368/2017	Alterations and additions to the existing education centre involving the construction of a new lobby and multi-purpose room at the front of the kindergarten	NRZ1	Planning Permit	DPF	6/11/17	s80 (Conditions)
1 Sinclair	Elsternwick	30/4/18	P2455/2017	Use of the land as an education centre (limited to recess and lunch activities, daytime assemblies, physical education classes and after school care), reduction in the car parking requirements and buildings and works on land located in a Heritage Overlay	NRZ1	Planning Permit	Council	6/11/17	s82 (Objector)
9 Royal Avenue	Glen Huntly	30/4/18	P2738/2017	The construction of a four storey building comprising up to 16 dwellings and a reduction in the visitor car parking requirement and waiver of loading bay requirement	C1Z	Planning Permit	Council	6/12/17	s80 (Conditions)
10 St Georges Road	Elsternwick	2/5/18	P2695/2017	Buildings and works including demolition of the existing buildings and construction of a four storey building above basement car park containing 12 dwellings and a reduction of the visitor car parking requirements	RGZ	Refusal	Council	29/11/17	s77 (Refusal)
26 Argyle Street	Bentleigh East	4/5/18	P2687/2017	Construction of two double storey dwellings	NRZ1	Planning Permit	Officer	29/11/17	s80 (Conditions)
83 Truganini Road	Carnegie	9/5/18	P2774/2017	Construction of five (5) dwellings (4 three storey and 1 double storey) and reduction in visitor car parking requirement on land affected by Special Building Overlay	GRZ1	Refusal	DPF	12/12/17	s77 (Refusal)
441 Glen Eira	Caulfield	10/5/18	P2520/2017	Demolition of the existing dwelling and construction of 2 double	NRZ1	Refusal	Manager	20/11/17	s77 (Refusal)

	North			storey attached dwellings with a basement on land in a Heritage Overlay and alteration and creation of access to a road in a Road Zone, Category 1					
14 Service Street	Caulfield North	11/5/18	P2504/2017	Review of a decision to refuse to endorse an amended landscape plan.	NRZ1	Planning Permit	Manager	17/11/17	s149 (declaration)
2 Smith Street	Bentleigh	24/5/18	P2729/2017	Construction of two (2) double storey attached dwellings	NRZ1	Refusal	Manager	6/12/17	s77 (Refusal)
669-673 Centre Road	Bentleigh East	25/5/18	P2948/2017	Request for Extension of Time for a permit allowing construction of a six storey building comprising up to 39 dwellings above a basement car park, alteration of access to a road in a Road Zone Category 1, a reduction in parking and waiver of loading bay requirements	C1Z	Refusal	Manager	29/12/17	s87A (amendment)
7 Manchester Grove	Glen Huntly	28/5/18	P2634/2017	Construction of a three (3) storey building comprising 12 apartments above basement car parking, and reduction in the statutory visitor car parking requirement.	GRZ1	Refusal	Manager	29/11/17	s79 (Failure)
2 Lancaster	Bentleigh east	1/6/18	P2678/2017	Construction of two (2) double storey attached dwellings	NRZ1	Refusal	DPF	30/11/17	s77 (Refusal)
233-247 Glen Huntly Road & 14 Ripon Grove	Elsternwick	4/6/18	P2932/2017	Construction of a multi-level mixed use development including 117 dwellings, up to 13 storeys plus basement, reduction in visitor car parking and waiver of loading bay requirements	C1Z	Refusal	Council	2/1/18	s77 (Refusal)
20 McKinnon Road	McKinnon	20/6/18	P2848/2017	Construction of two (2) double storey attached dwellings with basement carparking	NRZ1	Refusal	Manager	20/12/17	s77 (Refusal)
25 Stone Street	Caulfield South	26/6/18	P2998/2017	Construction of two (2) double storey attached dwellings	NRZ1	Undetermined	Officer	2/1/18	s79 (Failure)
7 Wicklow Street	Ormond	25/9/18	P2124/2017	Construction of two double storey dwellings on land affected by the Special Building Overlay	NRZ1	Refusal	Manager	25/9/17	s77 (Refusal)

RECENT DECISIONS OF THE VICTORIAN CIVIL AND ADMINISTRATIVE TRIBUNAL (4 DECEMBER 2017 to 15 JANUARY 2018)												
Address	Suburb	Appeal date	VCAT reference	Description of proposal	Zone	Council decision	Council delegate for decision	Date of Council decision	Type of appeal	Appeal outcome	Date of VCAT decision	VCAT decision (effect on Council decision)
130 Wheatley Road	Ormond	16/8/17	P695/2017	Demolition of the existing dwelling and construction of three double-storey dwellings on land affected by the Heritage Overlay	GRZ1	Refusal	Manager	18/4/17	s77 (Refusal)	No permit issued	1/12/17	Affirmed
1 Grey Street	Caulfield North	31/1/18	P1774/2017	Construction of 2 double storey attached dwellings	NRZ1	NOD	DPF	11/8/17	s82 (Objector)	Permit issued	1/12/17	Varied
38 Tucker Road	Bentleigh	5/12/17	P1985/2017	Construction of two (2) double storey attached dwellings	NRZ1	Planning Permit	DPF	4/9/17	S80 (condition)	Permit issued	7/12/17	Varied
167 Bamba Road	Caulfield South	1/11/17	P1003/2017	Use of a dwelling for a home occupation exceeding 50 square metres in area	NRZ1	NOD	DPF	24/5/17	s82 (Objector)	No permit issued	11/12/17	Set Aside
167 Bamba Road	Caulfield	1/11/17	P1370/2017	Use of a dwelling for a home occupation exceeding 50 square metres in area	NRZ1	NOD	DPF	26/6/17	s80 (Conditions)	No permit issued	11/12/17	Set Aside
48 Thomas Street	Brighton East	30/1/18	P2032/2017	Construction of two (2) double storey dwellings	NRZ1	No decision	Failure	6/9/17	s79 (Failure)	Permit issued (consent)	11/12/17	Set Aside
7 Daniell Crescent	Caulfield	24/11/17	P1122/2017	Construction of three single storey dwellings.	NRZ1	Refusal	Manager	15/6/17	s77 (Refusal)	No permit issued	14/12/17	Affirmed
313 Jasper Road	Ormond	8/1/18	P1460/2017	Construction of two (2) double storey dwellings on two lots (with each lot less than 300sqm), creation of access to a road in a Road Zone Category 1 and creation of a party wall easement	GRZ1	Refusal	Manager	5/7/17	s77 (Refusal)	Permit issued	21/12/17	Set Aside
13-17 Cecil Street	Bentleigh	13/10/17	P833/2017	Construction of buildings and carrying out of works for a Child Care Centre and Place of Worship and reduction of the car parking requirement for the Place of Worship	NRZ	NOD	Council	25/5/17	s80 (Conditions)	Permit issued	22/12/17	Varied
25-27 Home Street	Elsternwick	20/9/17	P319/2017	The construction of a seven storey building comprising twenty-five dwellings, two shops and a reduction in car parking	C1Z	Refusal	Manager	17/4/17	s77 (Refusal)	Permit issued	2/1/18	Set Aside



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**ITEM 9.11 CAULFIELD WEDGE DOG PARK CONSULTATION OUTCOMES**

**Author:** Mark Collins, Group Manager Recreation and Leisure

**File No:**

**Attachments:** 1. **Concept plans**  
2. **Information flyer including 3D images**  
3. **Feedback – Email and phone comments**  
4. **Feedback – ‘Have Your Say’ forum comments**

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**PURPOSE AND SUMMARY**

To present to Council the outcomes of the community consultation on the proposed dog agility park at the Caulfield Wedge site and to seek approval to proceed with implementation.

**RECOMMENDATION**

That Council:

1. notes the community feedback;
2. endorses the concept plan for a dog agility park;
3. authorises officers to seek approval from the Department of Environment, Land, Water and Planning on the concept plan; and
4. authorises officers to proceed with the implementation once approval is received from the Department of Environment, Land, Water and Planning.

**BACKGROUND**

Council was officially appointed as Committee of Management of Crown Allotment 2031 on 30 October 2017, known as the Caulfield Wedge, following acceptance of an offer from the State Government Department of Environment, Land, Water and Planning (DELWP) to manage the land as a public recreation reserve.

The State Government's offer included \$350,000 to develop the land and an annual rental agreement for maintenance costs.

Development of the concept plans explored a range of active, passive and environmental treatments; all which were considerate of the budget provision, future needs and inherent site conditions and challenges which included:

- Limited car parking;
- Location on a busy intersection;
- Poor passive surveillance – i.e. deep site and fenced on three sides;
- No connection to any other public land; and
- Proximity to noise sensitive horse stable areas.

In the development of the concept, a number of activities were explored which have been difficult to cater for in existing open spaces such as passive space, BMX/skate facilities, community gardens and dog off leash areas.

A dedicated passive park was not deemed suitable under the assessment criteria in Council's Open Space Strategy, as there could be safety and security issues due to poor passive surveillance and the fenced nature of the site. However, activating the space together with some passive areas will address these issues, as will design features such as circular pathways and a range of indigenous plantings and lawn buffer areas, providing opportunities for people without dogs to still enjoy the space.

A skate park or BMX facilities would cost significantly more than the budget allocation. The skate park at Bailey Reserve will be reconstructed as part of Council's 2017/18 capital works program. The impact of skate noise was also considered in the context of the adjacent stables.

Community gardens were not considered appropriate for this location based on the limited surveillance towards the rear of the site and the need for support facilities such as toilets or storage sheds.

The dog agility park concept was developed as it will activate the rear of the site, adding a level of passive surveillance and security. The concept also works well with the topography and enclosed nature of the site. This type of facility would be the first dog specific area in Glen Eira and will provide owners with the opportunity to train their dogs in a fully fenced and structured environment.

Key elements of the concept design, as shown in Attachment 1, include:

- A dog agility training area;
- A small dog area;
- An off leash run and play area; and
- An off leash rock scramble area (a sensory zone with garden beds, a dry creek bed and rocks and logs).

A granitic sand pathway provides circulation around the site, with access gates for each area. Perimeter plantings, together with existing canopy trees aim to provide soft edges and also create a sense of green refuge from Booran Road.

An open lawn area along Booran Road provides separation from traffic and allows for views deep into the space for passive surveillance. This is supported by drink fountains, bins and a range of seating as well as utilising existing trees for shade.

The concept is modular and flexible in order to accommodate any future development around the racecourse and future increased community access to the racecourse infield, which will make this site a key gateway.

As land owners, DELWP has been informally advised of Council's intention to establish a dog park at the Caulfield Wedge site following a community consultation process. Formal approval is required from DELWP prior to implementation.

## **Community Consultation**

### ***Engagement Snapshot***

- The forum was open between 30 October and 20 December 2017 and 675 unique visits were received
- 44 people contributed on the discussion forum
- 4 comments and 13 likes on Council's Facebook post
- 237 people viewed the 3D images

- 45 people downloaded the concept plan
- 24 emails were received including correspondence from the Melbourne Racing Club.
- 1 phone call was received

**Consultation**

The dog park proposal was promoted from 30 October – 20 December 2017. The consultation consisted of the following:

- Information flyers were distributed to 150 surrounding properties on 16 November;
- Information posted on Council's website and 'Have Your Say' page on 30 October;
- Posted to Council's Facebook page on 9 November;
- November 2017 edition of the Glen Eira News;
- Email to Council's Consultation E-Newsletter subscribers; and
- On site signage

All consultation feedback received by email, phone and the 'Have Your Say' forum is contained in the attachments:

- Attachment 3 – Email and phone comments
- Attachment 4 – 'Have Your Say' forum comments

**ISSUES AND DISCUSSION**

The following provides analysis and discussion of themes raised during the consultation and officer comment, explanations or proposed actions are provided.

**Alternative site uses**

A number of submitters suggested alternative uses for the site including community gardens, a velodrome, an open space that is not dog specific, open space for use by Glen Eira College and a men's shed.

**Officer comments**

The landscape concept development explored a range of options for the site, all which were considerate of the budget provision, future needs, and inherent site conditions. In terms of new items not already explored during the concept stage:

- Glen Eira has a velodrome in the city. Depending on the future planning for the Caulfield racecourse infield, the possibility of providing a criterium/off road bicycle track in the centre of the racecourse could be considered as part of the masterplan process.
- Glen Eira College currently utilises Glen Huntly Park for school activities, with the school also close to Booran Reserve. The intention is to make the space publicly accessible at all times.
- A men's shed would require a building and significant investment. The site is zoned as a public parks and recreation zone.

The dog agility concept was considered the best use as it activates the rear of the site and will bring people (and passive surveillance) to the area. The enclosed nature of the site also lends itself to having a dedicated, specific destination use. A dedicated dog park has been requested by a number of Glen Eira community members for some time and it aligns with Council's Community Plan commitments.

**Lack of parking**

Concern was raised about the lack of parking at the site.



***Officer comments***

The car parking area next to the park has not been addressed as this is Melbourne Racing Club (MRC) private land and may change in future if the centre of the racecourse becomes more accessible. There is off street car parking available in close proximity to the site.

**Traffic concerns**

Concern was raised about traffic conditions at the adjacent intersection and additional traffic and pedestrian movement that will be created by the new park.

***Officer comments***

Neerim Road and Glen Eira Road are roads managed and controlled by VicRoads. It is likely that those arriving by car will attempt to park on the dog park side of Neerim Road to avoid needing to cross this road. However, there is an existing pedestrian crossing 400m away from the proposed dog park to assist safe pedestrian movement. If further treatments are deemed necessary, Council will advocate to VicRoads for improved safety and access.

**Requests for a toilet**

There were a number of requests to include a public toilet in the design.

***Officer comments***

A toilet has not been included in this stage of the development due to the lack of services to the site and the existing budget restrictions as well as its close proximity to Glen Huntly Reserve.

**Preservation of trees / preservation of trees for shade**

A number of submitters requested trees at the site be preserved, particularly for the purpose of shade.

***Officer comments***

An Arboricultural Report has been undertaken to review the condition of trees at the site. It is intended to retain all the trees that are in good health and which do not present a risk to public safety. Detailed design will take into consideration tree protection zones and minor design amendments will be made as required.

**Design considerations**

There was a range of suggestions with regard to more specific design features such as fence height, additional water bowls, double gates at entrances, water play features, fencing of the small dog area and agility structures for shade.

***Officer comments***

Design suggestions will be considered as part of the detailed design phase.

**Support for the proposal**

There was a significant amount of support for the proposal with the majority of submitters commending Council's initiative. Support for the proposal was based on the community's strong desire for a fully fenced dog off leash area and the understanding that this type of facility provides a physically and mentally stimulating environment that is beneficial to a dog's behaviour and overall health and wellbeing.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

The project budget is \$350,000 and will be fully funded by the State Government under the Committee of Management agreement.

**POLICY AND LEGISLATIVE IMPLICATIONS**

- Glen Eira Open Space Strategy
- Glen Eira Community and Council Plan 2017 – 2021

**LINK TO COUNCIL AND COMMUNITY PLAN****Community Plan 2017 - 2021*****Theme 3 – Safe Healthy and Inclusive***

Deliver programs and activities to promote a healthy and resilient community. We will explore opportunities to create a dog agility park within the municipality.

***Theme 4 – Clean and Sustainable***

Preserve and develop our open space to meet current and future needs. We will continue to explore opportunities to increase the amount of open space for recreation purposes, including access to schools, as well as state a federal government owned land.

**OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

**CONCLUSION**

A number of Glen Eira community members have expressed a desire for a dog specific facility for some time and the feedback received through the consultation process indicates strong support for the proposal.

The next step is to obtain formal approval of the concept plan from DELWP and proceed with detailed design and implementation.

**Attachment 1 – Concept plans**





**EDUCATION / TRAINING**

Dog education and training area with a mix of elements like balance, obstacles and platform

**AMENITIES**

Including signage for the different zones and identifying appropriate use, bins, drink fountains and fencing to keep dogs safe from traffic

**SENSORY AND ROCK SCRAMBLE**

Rocks, logs and garden beds, including a dry creek bed for dogs to explore the smells, textures and scramble around

**PLAY AND RUN ABOUT**

Open area for dogs to run around and socialize together

**PERIMETER PATH**

Path to the perimeter of the fence dog park, for strolling and exercising

***Attachment 2 – Information flyer including 3D images***





## THE WEDGE – NEW OPEN SPACE AREA

Glen Eira City Council is currently undertaking community consultation on a concept plan for a new park in Caulfield East, adjacent to Caulfield Racecourse.

Known as 'The Wedge', the land is currently managed by State Government, but Council will be appointed land manager in the near future. It is located at the eastern end of Glen Eira Road, adjacent to the Caulfield Racecourse Reserve vehicle tunnel entrance.

This type of facility would be the first dog specific area in Glen Eira and will provide owners with the opportunity to train their pets in a fully-fenced and structured environment — something the community has been asking for.

## Key elements of the design include:

- a dog agility training area;
- a small dog area;
- an off-leash run and play area; and
- an off-leash rock scramble area (a sensory zone with garden beds, a dry creek bed and rocks and logs).

The concept images in this brochure provide a visual explanation of the design intent and ideas. If the design is endorsed, further site specific design work will be undertaken to incorporate site conditions, landscape features and existing vegetation.

## FEEDBACK

There are a number of ways to provide feedback and comment on the proposed dog agility park.

You can contact Council's Recreation and Open Space team on 9524 3333, email [recservices@gleneira.vic.gov.au](mailto:recservices@gleneira.vic.gov.au) or visit the *Have Your Say* forum online at <http://haveyoursaygleneira.com.au/dogpark>.

The opportunity to provide feedback is available until **Wednesday 20 December**.

## THE WEDGE – AGILITY TRAINING AREA





THE WEDGE – DRY CREEK BED



THE WEDGE – LOOKING INTO FENCED AREA



THE WEDGE – PIPE AND RAIL FENCE





**FURTHER INFORMATION**

For further information, contact  
Recreation and Open Space on 9524 3333,  
email [recservices@gleneira.vic.gov.au](mailto:recservices@gleneira.vic.gov.au)  
or visit Council's Have Your Say forum  
online at <http://haveyoursaygleneira.com.au/>

**CONTACT****Glen Eira City Council**

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[www.gleneira.vic.gov.au](http://www.gleneira.vic.gov.au)

BENTLEIGH

BENTLEIGH EAST

BRIGHTON EAST

CARNEGIE

CAULFIELD

ELSTERNWICK

GARDENVALE

GLEN HUNTLY

MORRISON

MURRUMBEENA

ORMOND

ST KILDA EAST

**Attachment 3 – Feedback – Email and phone comments**

\*Names have been removed

#	Comments
1	<p>Just wanted to email our support for the proposed dog agility park next to Caulfield race course.</p> <p>We desperately need areas that are 100% fenced in (no open entrances) as there are so many busy roads next to parks in this area.</p> <p>We will use a park like this all the time.</p>
2	<p>Congratulations on the draft plan for the dog agility park at Caulfield Racecourse reserve- this is a welcome addition to Glen Eira and will provide a safe stress-free site for dogs and dog-owners.</p>
3	<p>I read of Glen Eira Council's proposal to build a dog agility park in Caulfield East and write, as a long-term resident, to express my preference to construct a cycling velodrome instead.</p> <p>Cycling provides a low impact mode of exercise suitable for all age groups that helps address the increasing incidence of obesity in our community, and the numerous co-morbidities associated with it.</p> <p>As a sport and recreation activity, the popularity of cycling is ever increasing.</p> <p>A velodrome would provide a safer alternative to riding on the road and so would represent a significant health incentive for those unable or unwilling to cycle for exercise on our roads.</p> <p>If Glen Eira Council were to build a velodrome, it would support a healthier, safer local community.</p> <p>I look forward to hearing your advice on the matter.</p>
4	<p>Fantastic idea, great use of space.</p> <p>Only question, is there access from the racetrack side to the proposed park? Given that the racetrack is open to the public at various times, access to this new park from the racetrack would be great.</p>
5	<p>I think it is a great idea!!!</p>
6	<p>I was very happy to hear about the new council's plan to create a dog agility park near Caulfield Racecourse.</p> <p>Finally the council does something for the local dog owners. We are continuously overlooked in the area development and treated like second-class residents. We pay rates like everyone else, plus annual dog registration fees on top of that (for two dogs in my</p>

	<p>case). However all we get in return are constant tightening of restrictions and constant reduction of off-leash areas. Not to mention parks with not a single light in winter months, and all dog exercise areas being constantly overtaken by sport clubs (like Princess Park in Caulfield).</p> <p>Thank you for finally thinking of the local dog owners. The agility park is a great idea, hopefully the first all many more like this in our council area.</p>
7	<p>As a person not once has been suffered and traumatized from agile unleashed dog I strongly advise that all dogs facilities should be safely fenced from walking paces. Owner must be fined for breaking rules - leaving unleashed dogs out from training and play areas. Please, inform me if you consider this advise.</p>
8	<p>First thing I hope no large existing trees are cut down as you plans do not state that they will be part of the plan.</p> <p>And I have seen Pink Galah and Sulphur-crested cockatoo here on the ground and in the tree also a big problem with Indian miners ( I do have a trap designed for only Indian miners birds ) Please contact me if interested.</p> <p>Something to think about!</p> <p>The black pip fence. If it is to keep the big dogs in or out you may have to think about the height as I have seen the dogs jump the same type of fence around the ovals.</p> <p>Dog drinking taps please make sure there is a good concrete zone around the tap and good drainage to prevent the dogs digging holes in the wet grass and making a tripping hazard .Like around most Dog drinking bowls in the most of the parks, All so dog poo bag post there is all was a hole hear as well.</p> <p>The walking path going around the park should be a solid construction as to maintain this would be a nightmare if it was like path around Dunkin McKinnon, and Caulfield Park and Princess Park near the playground.</p> <p>Also garden maintenance like tall grass that have to be cut back every year would be an ongoing problem small native shrubs would be better Please console the park maintenance crews leaders and manager. For minimal plant maintenance Kathrine at Dunkin McKinnon has very good plant Knowledge and training.</p> <p>Car parking. In the morning the gates to the race track are closed and the cars truck and vans park in the open space allocated to be the new park so this would be a problem in the morning. Also during the day there is very little parking out on the road some days.</p> <p>Parking for Council workers and rubbish truck very limited places to the roundabout.</p> <p>Also a solid spot for the curator to place green waste for recycling.</p> <p>And I think there should be a curator here for most of the time that loves dogs.</p>



	<p>A shelter in each section for shade and rain protection people and dogs.</p> <p>Dog poo problem could we have an Aerated Wastewater Treatment Systems with absorption trench to be more environmentally friendly and no smelly bins.</p>
9	<p>I am writing to provide feedback for the proposed Dog Park. I think it is a fantastic idea and as a local dog owner I would make use of this space several times a week. I have a very active Border Collie x who would love a local agility park.</p> <p>The only critical feedback I can think of is regarding lighting in the winter evenings. I need to walk my dog alone and as a woman I only feel safe in a lit up area. During winter I walk the dog after 6pm as I work full time, and it is very dark in the local parks. The only time I am truly comfortable is when there is football training on at princes park so the fields are lit up. I think Glen Eira Council should consider how woman would like to use the parks/open public spaces on winter evenings when it is dark early but do not feel safe to do so. More evening lighting in the local open spaces would rectify this situation.</p>
10	<p>YES YES YES!</p> <p>What a brilliant initiative, and just hope it becomes a reality. Off-leash parks within walking distance are in very short supply. I only have the outside perimeter of Glen Huntly park which is not suitable for free running and is risky due to the traffic coming in and out of the car park. Speed signs and the addition of humps have done nothing to slow them down. The racetrack not always open and then is only available at times when I'm working.</p> <p>BRING IT ON PLEASE!</p>
11	<p>This is a brilliant idea. I think it will rival Booran Reserve in popularity. Please do all you can to make it happen.</p> <p>Thanks, XXX and XXXXX (and 'XXXXX')</p>
12	<p>I applaud the Glen Eira council in this initiative and fully support a Dog Agility Park in Caulfield East.</p> <p>I believe it to be a wonderful use of the land and would be of great benefit for the local community.</p> <p>Over the years we have seen the size of the back yard reduce considerably and the community's tolerance to normal dog behaviour such as barking decline.</p> <p>Providing dogs with a safe off leash area that stimulates their brain will lead to greater mental health in our dogs and has a flow on effect to their owners.</p> <p>Dogs need access to safe off leash area.</p> <p>In many councils, redesigns have removed fences surrounding off-leash areas, to the detriment of many dogs. It opens up a unacceptable risk to dogs and people being injured by cars. No matter how careful and well trained an individual dog is a dog can be momentarily distracted by a bird or another dog and run out into the road - not only risking their life but also the people that may be caught up in such an event. Thus, I am grateful</p>

	<p>for the inclusion of a fenced perimeter so as to keep our pets safe.</p> <p>I also believe a small dog area to be a positive step to reduce the number and severity of dog fights - though small dogs can be instigators in such events - there is no doubt that the damage a larger dog can inflict greatly exceeds the capability of smaller dogs.</p> <p>So on behalf of the dog owners in Glen Eira and afar - thank you for this very positive action.</p>
13	We strongly support the proposed dog agility park in Caulfield East. It looks like a fantastic proposal that will greatly add to the amenity in the area.
14	<p>I am a resident of Glen Eira. I was wondering why with the lack of green spaces compared to the rest of Melbourne there is a proposal to create a space for dogs rather than human use. It seems even stranger that extra funding would be put into equipment, as dogs unlike children do not need equipment to exercise. Is there a reason that this area is not being turned into a playground for children or an exercise area for adults?</p> <p>Another thing that I am wondering about is what is the need for a dogs off leash area that is fenced in as there are plenty of dogs off leash areas that are not fenced in. There is also an almost complete lack of enforcement of dogs being on leash when they are supposed to. If this proposal goes ahead will I be able to expect better enforcement of dogs being on leashes? Will there be a curtailment of the areas where dogs are allowed off leash not that there is a specific place for them?</p>
15	This is just to register support for the proposed dog park. Wonderful idea
16	<p>the plan is in my opinion a very good plan. This place would be useful and is also a excellent addition to the unique Booran Reserve.</p> <p>Hope it can start soon.</p>
17	I believe that this is a fantastic, thinking idea. 100% support. Cheers
18	<p>My wife and I support the plan to create a dog agility park in The Wedge.</p> <p>Thank you.</p>
19	XXXX is very pleased about the idea of dog agility area being created and providing more space to walk his dogs. He is very happy with the plan.
20	<p>As a local dog walker, I just wanted to email to touch base on the plans for the dog park. I am very excited about this idea! I walk many dogs in the area and they are all friendly but I have anxiety about letting them off lead because of the fear of them running off into the road! Plus I find it much easier to pick up all their poo when they can't get very far from me... Haha ;P</p> <p>So basically just wanted to say I hope that this new park, which I already drive past daily when trying to decide where to take the dogs for their walk, has an enclosed fence and not too much space so that they are all always safely close to me! That would be amazing!! :)</p>
21	Thank you for finally considering the dog owners of Glen Eira. This is an idea which I have proposed numerous times to various council personnel - rangers etc.

	<p>May I suggest that a double gate entry be established as this will be safer for dogs, people and the busy adjacent roads. I am taking the liberty of attaching a photo of such an entry. This is a dog park I visited in Adelaide in 2011. I have further photos of the park if you are interested in viewing another park setup.</p> <p>I hope that this park can be quickly established as it is greatly needed.</p>
22	<p>Just wanted to say that I think the Dog Park sounds amazing, and ever since the upgrade and disappointment of the removal of fences from Princes Park, I've been wondering where I can safely take my dogs to have a great time off lead without too much worry about them running onto a road. Having worked as a vet nurse for 9 years, I know that even the most well behaved and obedient dogs can have a momentarily lapse in concentration or a distraction that can put them in danger.</p> <p>I look forward to this new development and hope it gains momentum and a lot of community support to see this go ahead.</p>
23	<p>The Glen Eira Residents Association strongly objects to Dog Concept Plans for Caulfield East on the basis that it is an inappropriate use and inappropriate location for that use which will result in the under-utilization of a sizeable lot (that is considerably larger than the term "Wedge" implies). We believe that the community would be better served with either a community garden or passive park.</p> <ul style="list-style-type: none"> <li> <p><b>Lot Size</b></p> <p>The lot, which was part of the Caulfield Village Land Swap arrangement, is a significant size – totalling 6,275 sqm, and is comprised of 2 lots</p> <ul style="list-style-type: none"> <li>Lot 1 (5584 sqm) be become parkland (adjacent to the Glen Eira Road access tunnel)</li> <li>Lot 3 (ie the 691 sqm strip of land adjacent to Lot 1) – to be converted to parkland within 10 years of land swap occurring (circa 2008).</li> </ul> </li> </ul> <p><b>Dog Park Use</b></p> <p>As per Glen Eira's recently Domestic Animal Development Plan 2017- 2021 (presented to Council 8/11/2017), Glen Eira's total population is estimated to be more than 149,012 and as at July, 2017 and there are approximately 14,000 dogs – 12,000 registered dogs and an estimated 2,000 unregistered dogs.</p> <p>A limited "market" that challenges the need for a specific dog park, particularly on 6,275 sqm (in open space deprived Glen Eira) and at a cost of \$350,000 (State Government Grant).</p> <ul style="list-style-type: none"> <li>Puppy and Dog training is well provided for within the Municipality via a community group (Bayside Companion Dog Training School) and various private trainers. Not to mention, owners knowledge (previous dog ownership)</li> <li>Dog excising, recreation and socialisation is also well provided for by various off-leash areas in parks and simple on-leash street walking.</li> <li>Dog agility is, as per Wikipedia, "a <a href="#">dog sport</a> in which a handler directs a <a href="#">dog</a> through an <a href="#">obstacle course</a> in a race for both time and accuracy. Dogs run off <a href="#">leash</a> with no food or toys as incentives, and the handler can touch neither dog nor obstacles. Consequently, the handler's controls are limited to voice, movement, and various body signals, requiring exceptional training of the animal and coordination of the handler". An even more limit market" - is this really the best use of this land and</li> </ul>



	<p>the govt. grant?</p> <ul style="list-style-type: none"> <li>• Location <p>The stated goal of the park is to “provide owners with the opportunity to train their pets in a fully-fenced and structured environment” yet the site is not readily accessible to the “market” it seeks to serve, ie. dog owners scattered across the GE Municipality.</p> <p>The site is on the northern fringes of Glen Eira, in close proximity to Glen Eira’s northern boundary with Stonnington (Dandenong Road).</p> <ul style="list-style-type: none"> <li>○ The road network servicing this area is currently heavily congested and can be seen as a deterrent to dog owners in the broader community. It will become more congested as the <ul style="list-style-type: none"> <li>▪ Pheonix Precinct developments (Caulfield Village Development and the major expansion of Monash University) come on line and</li> <li>▪ Glen Huntly major activity centre “emerges” and</li> <li>▪ removal of the Neerim Road level crossing remains in “Never Never Land”</li> <li>▪ development in the surrounding Neighbourhood Residential Zone intensifies (removal of 2 lot subdivision cap) and</li> <li>▪ park access involves negotiating the busy Glen Eira Road Roundabout (Kambrook, Glen Eira and Booran Roads).</li> </ul> </li> <li>○ Public transport regulations re the transportation of pets encourages use of private vehicles.</li> <li>○ In terms of local community, pedestrian access to the site is restricted by the traffic congestion, particularly Kambrook and Booran Roads and limited safe crossing points on those roads (refer Glen Eira College campaign for reduced speed limits).</li> </ul> </li> <li>• Facilities <ul style="list-style-type: none"> <li>○ Parking is inadequate <ul style="list-style-type: none"> <li>▪ Provision of 7 on site spaces is insufficient (refer above comments on public transport regulations). In addition, these spaces are not available for use on racedays or commercial events.</li> <li>▪ On street parking is limited due to the commuter parking and street configuration.</li> <li>▪ Council’s “Have your say page” responses that parking provisions will be reviewed when details of public facilities within the race course are known, points to deficiencies park planning</li> </ul> </li> <li>○ No public toilet facilities is totally unacceptable. <ul style="list-style-type: none"> <li>▪ Dog park users can reasonably be expected to spend 2-3 hours at the park. There are no readily accessible alternative facilities available. Council’s “Have your say page” responses to the effect that toilets cannot be covered by the \$350,000 grant are equally unacceptable.</li> </ul> </li> </ul> </li> <li>• Alternative Proposals <ul style="list-style-type: none"> <li>○ Community Gardens</li> <li>○ Passive recreation</li> </ul> </li> </ul> <p>Given the previously mentioned high density development areas we believe that either of the above are better alternatives to that of Dog Training since they overcome</p>
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	<ul style="list-style-type: none"> <li>Public transport pet travel restrictions which encourage private vehicle usage</li> <li>Pedestrian access restrictions and</li> <li>Provide design flexibility so that toilet facilities can be included within the \$350,000.00 budget</li> </ul>
24	<p><b>WE OBJECT TO THE AREA BECOMING A DOG AGILITY PARK</b></p> <p>1. This small amount of land was granted to the citizens of Glen Eira for a more valuable site on Station Street and it must go the people not doggies.</p> <p>2. Beautiful plans were drawn up at the time of the Land Swap and we all came to like the idea of the "New Park" as council publicly stated it would be.</p> <p>3 The original plan was to incorporate the beautiful array of mature trees already in place and this would naturally be a much cheaper option than removing many and setting the area up for a completely unrelated purpose to the earlier documentation.. That plan displayed the park's potential very well and tree removal would surely be very unattractive.</p> <p>3.It must be kept as a park for the public as the once Minister Gavin Jennings for the environment stated that the park for the public in the Racecourse should have a surface link directly to the Racecourse Reserve which is one day soon to become a park. We have looked around for years and this is the only place where this can occur to provide free access for the disabled. Currently there are two tunnels -one is traversed by 500 horses, walking to and from training, every day and you know how unhealthy this is as horses go to the toilet in this tunnel (an enclosed area) and the other tunnel is blocked often by MRC tenants .</p> <p>4 Many people are terrified of dogs and may be fearful of using the park if it is crowded out with dogs running around.</p> <p>5 Some of the owners won't clean up as in other parks and it will be unusable for many of the young children who live in the thousands of units built or planned in the near proximity.</p>
25	<p>Thank you for directing my attention to the GECC website and the "have your say" section on the proposed Caulfield Wedge Dog Park</p> <p>While I believe dog ownership in Melbourne/Glen Eira is out-of-control (i.e. extremely excessive amount of dogs in Metropolitan residence and many for wrong reasons), I nonetheless also understand why many individuals and families value dog ownership.</p> <p>However, my overriding beliefs are that:</p> <ol style="list-style-type: none"> <li>Dogs are not naturally suited to suburban/city environments, especially larger dogs;</li> <li>The sporting fields/recreational facilities in GECC and other Melbourne Metropolitan suburbs were expressly created for use by people (the 'community' – for organised sport and passive recreation), not for dogs;</li> <li>The joint use of these sporting fields/recreational facilities, i.e. by dogs and sporting clubs, is incompatible – for a number of reasons, as evidenced by historical and ongoing issues;</li> <li>The exponential growth in dog ownership has seen dog owners form into organised, assertive groups who insist on their 'perceived right' to use (take-over) Council /ratepayer owned sporting fields for their use as dog parks, regardless of any negative impacts; and</li> <li>Dogs have a significant environmental impact.</li> </ol>

	<p>Consequently, I think Council(s) need to introduce MORE dedicated Dog Parks!</p> <p>If Council and the general community are supportive of dog ownership, then adequately provide for those dogs, don't assume, or determine they should share valuable sporting field (green space), because negative consequences flow from those outcomes.</p> <p>The Caulfield Wedge Plan Concept Plan looks quite good in overall terms and I note some of the worthwhile feedback received.</p> <p>How big (hectare/m2) is the proposed Caulfield Wedge Dog Park?</p> <p>From the 'Bird's Eye View', I would reduce the depth of the Social Area to the Booran Road frontage, thereby increasing the depth/area of the actual Dog Park.</p> <p>Also needs perimeter fencing to Booran Road – there are some great fencing treatments these days that don't detract from the visual/aesthetic of green space behind a fence.</p> <p>My only other concern, is the close proximity of the dogs and their activity, barking to racehorses stabled immediately next door – could be a real concern.</p> <p>It would be great if Council could establish more of these types of Dog Parks to take the pressure off dog owners using sporting fields; there should be some valuable learnings from the Caulfield Wedge Dog Park that can be applied elsewhere.</p> <p>At Springvale Reserve, Newcomen Road, Springvale, n ex VFA ground and SFNL Finals Venue, they have created a dedicated (fenced and gated) Dog Area in the north-east corner of the reserve.</p> <p>I witnessed its use during our 2017 Division One Finals Series and was impressed with how much the dogs enjoyed it. It also prevented owners taking dogs onto the ground during 1/4, 1/2 and 3/4 time breaks, so very useful and appreciated.</p>
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18 December 2017

Recreation Services  
Glen Eira City Council  
PO Box 42  
Caulfield South Vic 3162

By Email: [recservices@glenelra.vic.gov.au](mailto:recservices@glenelra.vic.gov.au)

Dear Sir/Madam

**Caulfield Wedge – Dog Park Concept Plan**

We refer to the concept plan currently on public exhibition for the land known as the 'Caulfield Wedge' indicating the proposed use for a dog park.

As you are aware, land immediately adjacent to the 'Caulfield Wedge' is owned by the Melbourne Racing Club (MRC). This includes the current access way into the tunnel (providing access into the centre reserve area) as well as land used for horse stabling activities. It is in this context that the following comments are provided:

- We have held discussions with our General Manager Racecourses in relation to the proximity of the proposed dog areas to areas used for horse stabling and general horse movements (for example, access into the centre reserve via the existing tunnel). It is not clear whether the proposed use has had regard to the suitability of locating a dog park adjacent to horse areas and associated safety considerations. We request that confirmation be provided that the proposed concept plan has had regard to this (and as appropriate, specialist advice). This may include confirmation that a suitable buffer has been allowed within the concept plan prepared
- It is not clear how access and car parking is to be provided. Please note that the 'existing carpark' shown on the concept plan is MRC private land and not available for this use. Can you please clarify this including confirmation of any proposed car parking arrangements other than on-street parking
- Should the current concept plan be implemented we understand that this would not prohibit an alternate concept park being progressed / developed in line with future planning being undertaken as part of the Caulfield Station Precinct Plan and associated Caulfield Racecourse Reserve precinct

As a general comment, we would welcome further direct engagement by the Glen Eira City Council in relation to this matter noting that we were not provided the opportunity to comment on the proposed concept plan prior to the public exhibition process. Given our landholdings and activities undertaken on the surrounding land, we consider that this would be in the interest of all parties.

Victoria Amateur Turf Club  
(Incorporating the Melbourne Racing Club) Trading as the Melbourne Racing Club  
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Caulfield, Morningside and Ladbrokes Park Racecourses  
PO Box 231 Caulfield East, Victoria 3145  
Phone: (+61 3) 9257 7200 Fax: (+61 3) 9257 7210  
Email: [contact@mrc.net.au](mailto:contact@mrc.net.au) Website: [mrc.racing.com](http://mrc.racing.com)



We have separately contacted the Department of Environment, Land, Water and Planning to ensure that they are aware of the process being undertaken.

We look forward to your response on the above items. In the meantime if you require any additional information please contact me on 9257 7200 or [REDACTED]

Yours sincerely



**Alex Dobson**  
Executive Director Property  
Melbourne Racing Club

cc: Kelly Crosthwaite - Regional Director, Port Phillip Region  
DELWP

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**Attachment 4 – Feedback – ‘Have Your Say’ forum comments**

\*Names have been removed

#	Officers Responses	Comments
1		The design looks good. Suggest that any gates to enter the fenced areas should lead into a secure small area with another gate into the fenced area so that leads can be taken off or on in this area before heading into the fenced area or back out into the street. Saw this in Sydney and it worked very well. Where can I make suggestions regarding all other off lead areas? I believe that they should all be fenced and gated for everyone's safety. Thank you
2		Totally agree that all off lead dog parks should be fully fenced and gated but this is a good start.
3	Recreation Services	Hi XXXXXX Thanks for your comments. We intend to have double gates at each entrance - like you have described. Any other parks and open space enquiries can be made to <a href="mailto:recservices@gleneira.vic.gov.au">recservices@gleneira.vic.gov.au</a>
4		It would be great if some consideration was made for the possibility to have water storage under all public spaces. I can't see any mention of this or whether it's possible. I have attended some community discussion with regard to the flooding issues in our neighbourhoods and as a result have been made aware that there are opportunities to consider water containment under parks and public spaces when they are developed. It's a shame nothing was considered for the Booran Park development and I believe if it's at all possible it should be considered for this park. We are constantly told that there is no money for upgrading roads, drains or other potential mitigation for flooding our homes. Opportunities like this don't come up very often so it should be part of the discussion. Elsternwick park with it's lake a viaduct is a good example
5	Recreation Services	Hi XXXXXX .Thanks for your comments. While we are not yet at the detailed design phase of this project, we aim to capture all the water onsite and have it flow into garden beds and swales. You would be please to know that Booran Reserve has a 500,000 litres of underground storage which is used to irrigate garden beds, lawns and trees.
6		I am all for this proposed fully fenced dog park as there are too few of them around. With increasing numbers of houses/apartments with little or no backyard, it is important for people to have a safe place to exercise their dogs. Even the most well-trained dog with excellent recall could have a momentary lapse of concentration or be distracted and run onto the road. I can't get a sense from the drawings how large the main offlead area is but it would be good if it takes up more of the space as it looks like it may be the same size as the small dog area and large dogs generally require more space than small dogs. As others have said, I would be concerned about the number of parking spots and hope that it will be addressed.
7		This is a fantastic idea and would be a very welcome addition to Glen Eira's parks. When we moved to Caulfield South nearly 4 years ago we were pleased to find a fully fenced off-lead dog oval at Princes Park where we could let our dogs run off lead safely, without fear of them running onto the road. Unfortunately when that oval was resurfaced, the new fence was only put up approximately halfway around the oval. I'm not sure if this was done to force dog owners to keep a closer eye on their dogs while off lead,

		in order to ensure all dog poo was cleaned up by owners. We are diligent dog owners and always clean up after our dogs (and others' dogs sometimes too). While there are plenty of off-lead spaces in Glen Eira for dogs, we really feel that we need a fully fenced area such as the one you're proposing. One of our dogs is a rescue dog and although we took him to regular training over a long period of time, has never become consistently reliable on recall and often wanders off instead of coming back when called. He is also big and athletic and loves to run, so since the Princes Park oval became not fully fenced, we have had nowhere "safe" to let him off lead in our local area. We used to live in Manningham and our dogs absolutely loved the agility park at Aranga reserve in Donvale. Please build it!
8		Great proposal!
9		I think the concept is fantastic and will benefit dogs and their human owners - not to mention taking pressure off the other recreational spaces which commentators note are limited. Having a fenced off-leash area is particularly important given many of the parks are adjacent to busy roads and will give dogs the freedom to roam in an engaging environment and hopefully fewer end up escaping yards and in the pound or suffering a much worse fate. Exercised and socialized dogs are happier and less prone to aggression. Congratulations to council on this initiative
10		What a terrific idea! I agree with other comments about safe pedestrian access, seats and an accessible toilet for those that are disabled and young kids etc . I understand budgetary constraints- perhaps some kind of fund raising - raffle etc could raise the shortfall so issues like these could be accommodated.I would also love to a water area for dogs to swim or play in water. Great for rehab of injured dogs too. Another concern is about protecting dogs from aggressive dogs. It would be good for council to have clear rules- like one strike and you are out for any dog menacing another. Sign posting would also help. The last suggestion is about adequate lighting at night for safety and to stop vandalism. I'm really looking forward to using this area. It's a really innovative idea!
11		This dogs' park should be funded by the users via the registration of the dogs, & fenced. Dogs should NOT be allowed off-leash outside this park.This fenced dogs' park concept should replace all the other large dogs-off-leash "shared" parks that we have in Glen-Eira, starting with Bailey Reserve in Bentleigh East (which houses GESAC & human playgrounds & human sporting grounds). The shared concept does not work. It is annoying to "share" Bailey Reserve" with dogs jumping on us & pooping everywhere. In return, we need some parks solely for humans (eg Bailey Reserve), especially kids. I hope that our council listens to the silent majority that gets annoyed by dog faeces, & dogs that are not restrained by their owners.
12		I was wondering why with the lack of green spaces compared to the rest of Melbourne there is a proposal to create a space for dogs rather than human use. It seems even stranger that extra funding would be put into equipment, as dogs unlike children do not need equipment to exercise. Is there a reason that this area is not being turned into a playground for children or an exercise area for adults?Another thing that I am wondering about is what is the need for a dogs off leash area that is fenced in as there are plenty of dogs off leash areas that are not fenced in. There is also an almost complete lack of enforcement of dogs being on leash when they are supposed to. If this proposal goes ahead will I be able to expect

		better enforcement of dogs being on leashes? Will there be a curtailment of the areas where dogs are allowed off leash not that there is a specific place for them?
13	Recreation Services	Hi XXXXXX Thanks for your comments. There are range of benefits to dog ownership that companionship, exercise and opportunity to socialise. A visit to any off leash area in Glen Eira will confirm these. The landscape concept development explored a range of active, passive and environmental treatments; all which were considerate of the budget provision, future needs and inherent site conditions which include: • Limited car parking; • Location on a busy intersection; • Poor passive surveillance – i.e. Deep site and fenced on three sides; • Is not connected to any other public land; and • Proximity to noise sensitive stable areas. Given these conditions the dog agility concept was developed as it activates the rear of the site and will bring people (and passive surveillance) to the area. The enclosed nature of the site also lends itself to having a dedicated use. This type of facility would be the first dog specific area in Glen Eira and provide owners with the opportunity to train their pets in a fully fenced and structured environment. The equipment provided is for dog specific agility training. The concept is modular and flexible in order to accommodate a combination of future development around the racecourse (on MRC land) and the imminent possibility of increased community access to the racecourse infield – which will make this site a key gateway to the infield. There are no plans to alter the existing off leash provision at other parks.
14		There are PLENTY of parks and green spaces for adults and children and playgrounds. It is good to see Glen Eira finally looking at a safe green space for dogs and their owners.
15		Even though I am a local and a dog owner, I agree that human use should be a priority. Students at Glen Eira College just 400metres down the road have such little open space - I would love to think this could be an area for them to use for pe lessons etc during the day!
16	Recreation Services	Thanks XXXXX Thanks for the suggestion. Glen Huntly Park is located next to the school and hopefully in the near future there will be additional sporting fields in the centre of the racecourse
17		I believe the need for open space for Glen Eira College is much more immediate than waiting for the racecourse land to be released. We all know that the MRC are not going to release this space readily. Dogs are important, I am a dog owner, and don't have children at GE College but see how small the area they have is. I remember when our old council sold off the Murumbeena High school land, for housing - kids living there now ! Teenagers NEED open space, many of the potential high school students will live in the new high density housing going up on Neerim Road.
18		The real issue here is that we actually need a new school in Murrumbeena and Carnegie! The closure of Carnegie/ Murrumbeena's only state secondary school reflects a complete lack of foresight by prior state governments. I think the secure dog park is an amazing, progressive and beneficial community space. This doesn't mean we don't need more open space- quite the contrary. Council still needs to exhaust all options to



		redress the issue of land shortage for recreational spaces and work with the State government to ensure there are schools of the future to meet the growing demands.
19		I totally agree with XXXXXXX. This dogs' park should be funded solely by the users (dog owners), & fenced. Thus, dogs should NOT be allowed off-leash in outside this park. This park should replace all the other large off-leash "shared" parks that we have in Glen-Eira, starting with Bailey Reserve in Bentleigh East (which houses GESAC & human playgrounds & human sporting grounds). It is annoying to "share" Bailey Reserve" with dogs jumping on us & pooping everywhere.
20		I think this is a fabulous idea. I will personally use this dog area every day. I have a small Bichon and he loves getting out. I love the idea of a small dog area, I just hope it is completely fenced off. Couldn't quite see from picture. All in all it looks fantastic to me. Very happy, can't wait.
21		I would like to give my full support to this proposal. I own two dogs and would love to take them to a fully-fenced dedicated dog space where they can exercise safely and without disturbing non-dog lovers. The only nearby fully fenced recreational area I can take my dogs is the dog beach in Brighton. The few remaining fully fenced ovals are removing fences making them unsafe for dogs. I am happy for a mixed use proposal that supports as many of our local human, pet and native animal residents as possible, but at least one fully fenced dedicated dog run would be sensational. Thanks
22		A great idea that I support. There is a definite shortage of enclosed spaces for dogs, now that parts of fences have been removed from once fully enclosed spaces in Glen Eira. Hope it goes ahead, our border collie will love it.
23		Hello, I live very close to this parcel of land on Kambrook Road having purchased about 18 months ago. I regularly pass by this area walking, driving, running and have recently been thinking about this area and what a great opportunity it is to do something community oriented. I was actually at the point at which I had some ideas of my own and was planning to contact Council to make suggestions about better using this land and the area around it. First and foremost, it is great so see that something is being planning for this space. My number one idea for using this land was to create a community garden for growing produce, promoting sustainable practices and building community interaction. Being right next to horse stables would be a great opportunity to make compost and use manure on the gardens. So my question is, have you considered the land for this purpose and is it still possible? Regardless of this and its end use, my second observation of this area is in regard to the roundabout intersection. I have witnessed several car crashes at this intersections and been involved in near misses when driving myself, it is a very dangerous intersection, there is even a vehicle bumper bar dumped under one of the big fig trees from a recent crash, particular cars coming off Booran Road entering the intersection, these cars often don't give way to cars going straight down Kambrook Road from the north and also cars entering from

		<p>the south of Kambrook have to look almost behind them over there right shoulder to see cars coming up Booran Road and approaching fast. I drive though here nearly every day and am very cautious at this intersection. Also it is a terrible place to cross the road as a pedestrian, the flow of traffic is almost constant during the day and especially during peak hours, it is nearly impossible to cross the road. Even before there is any additional pedestrian and vehicle movement happening I think something needs to be done in regard to pedestrian crossing and creating safer traffic movements. So, as an invested nearby owner, husband and civil engineer you absolutely MUST consider the safety of this intersection and the additional foot, dog paw and vehicle traffic and PARKING that will happen in this area. Can you imagine a mum trying to cross the road with two dogs, pusher and young tot to go and have fun at the new dog park? You must include this in your budget to address these issues which already exist and address the extra load you are about to create. I would be happy to be involved in this project, review the designs and help with the planning and community engagement.RegardsXXXXXXX</p>
24		<p>Totally agree XXXX. Great comprehensive reply. Pity you're not working on council.</p>
25	Recreation Services	<p>Thanks XXXX Council has been appointed Committee of Management for the site, with the State Government providing \$350,000 as part of the arrangement. This amount is the total budget for the project. Development of the landscape concept explored a range of active, passive and environmental treatments. Options included activities which have been difficult to cater for such as BMX/skate facilities, community gardens and dog training areas – with the ideal being a potential mix of all three. However, combined these activities are not considered compatible. A skate park or BMX facilities would be cost prohibitive given the project budget, additionally the impact of skate/bmx noise was also considered in the context of the adjacent stables. Community gardens come in many forms, from fenced leased plots to open communal gardens. Neither was considered appropriate at this stage of the development of this space. For your interest Council recently undertook public consultation on community gardens.Given these conditions the dog agility concept was developed as it activates the rear of the site and will bring people into to the area. The concept is modular and flexible in order to accommodate a combination of future development around the racecourse (on MRC owned land) and the possibility of increased community access to the racecourse infield – which will make this site a key gateway to the infield. Neerim Road and Glen Eira Road, including the roundabout, are declared roads – this means they are managed and controlled by VicRoads. We will certainly be advocating to VicRoads for improved access and safety, however it is not Council's role to fund works on these roads.</p>
26		<p>Double gate entry is a good idea. The stations for waste and water are great. The obstacles look good and will keep the dogs active and interested. Seats are a good idea too. Overall I love the concept of the dog park and I have a few suggestions. There needs to be a lot of shelter as dogs are like us and don't like being in the hot sun for long periods of time. There is a dog park in my area and all the dogs sit under the A frame climbing structure as it is the only shade in the park. Toilet facilities are</p>

		necessary. The fence needs to be a lot higher than what is in the example. I have a Jack Russell and he would be over that fence very quickly and I assume a bigger dog would be even quicker. There should also be no gaps between the fence and the ground as my dog can get out of the dog park near us under the fence.
27	Recreation Services	Hi XXXX We are planning to work the spaces around existing trees for shade - and depending on available budget could include additional features. The budget for the project is limited to \$350,000 which will be provided by the State Govt as part of Council's appointment as Committee of Management for the site. A toilet has not been included in this stage of the development.
28		As well as trees, create some of the agility structures so they create shade. Shade is mandatory for us all. People and pets are frying in this southern sun. It is a health risk.
29		The site has potential to establish some indigenous trees and shrubs, species like Manna Gums, Yellow Box, Snow Gum, Blackwood, or Lightwood would be suitable. A few group planting of Lightwood (Acacia implexa) would look fantastic and complement the exsisting gums already on the site. The racecourse area was called the Heath and some heathland species could be replanted here.
30		Fantastic idea! The importance of safe, secure , areas for offleash exercising of dogs cannot be underestimated. So many of our public parks are occupied by local sporting clubs (not a criticism, just a product of a shortage of open space) at the same times of day that people would be trying to exercise their dogs. Congratulations to GE for such foresight!
31		I agree it would be a great space for dogs off lead, as freedom for dogs is more difficult these days. BUT I feel Glen Eira College has such limited outdoor space and with an increase in developments feel the population requiring schools who have no home outdoor area, that it would be better used for Glen Eira college students and general population after hours. Really dogs do have access to racecourse after hours and other spaces nearby. Teenagers need MUCH more outdoor play space.
32	Recreation Services	Hi XXXXX Thanks for your comments.Glen Huntly Park oval is currently used by GE College for PE classes during the week, and after school Booran Reserve is a popular place for students with a combination of active and social areas. The challenge of decreasing private open space (backyards) is a challenge we are try to address across Glen Eira through the creation of new space, better parks and more opportunities to be active. We will soon be updating Council's Open Space Strategy to reflect some of the changes over the last few years. This will also touch on Council's current Activity Centre Structure planning which is also looking at ways to provide connected and vibrant green spaces in areas of increasing density.
33		Love it. There's a large number of dog owners in Glen Eira just visit Caulfield Park on a weekend afternoon. It's fantastic to be able to get

		canines out and mentally stimulated especially large and working breeds who live in the suburbs not to say that smaller dogs won't get benefit from it as well. I worked in an animal shelter for the better part of 10 years and the number of dogs surrendered for destructive behaviour usually caused by boredom was all too high. If something like this can provide the mental stimulation to help minimise this occurring the more the merrier.
34		Yes great idea, but perhaps an area in Caulfield Park can be allocated for this use. I feel Glen Eira College students need it more. Lets get our kids active and off screens! Most of these future students will live in the 4-6 story developments down the road, in a unit, no outside space at home.
35		I totally see where you're coming from XXXXXX but the council is desperate to get the space at the racecourse accessible to everyone and I was told when I was called for a survey about the area that it is the size of multiple MCG's and it's also basically next door to the school perhaps they could use this space instead. You can't really put a dog park in this area because a) it's not accessible at all times and b) the dogs might inadvertently freak out a race horse or 2 and whether the council particularly like it or not it's still a racecourse.
36		Fantastic initiative. I think the agility area is a great idea. Although there is plenty of open space at Caulfield Park there is nothing extra to help provide mental and physical stimulation for our 4 legged friends - until now! I agree with the other comments about need for some shade but this would be adequately provided by the trees that are present. The fence would also have to be at least waist height. Great idea and hope to see it followed through!
37		Also looking at the plans; another water bowl area (perhaps near the agility) would also be a good idea
38		I think there are higher priority uses for this land rather than a dog agility park. Please preserve the old trees, and the very young trees some residents planted on this site before council took management of this land.
39	Recreation Services	Hi XXXX The aim is keep all the trees that are in good health and do not present a risk to public safety. Unfortunately the care and maintenance of the trees over time has been minimal. Let us know what are uses you envisage for the land.
40		Other uses that come to mind that are not catered for anywhere in the City of GE, would be A Men's Shed, combined with a community garden of some type, whether a traditional community garden or plant nursery where residents grow trees, shrubs etc. for revegetation in our parks. The Men's Shed movement has demonstrated a great record in helping people across the communities which have them. Community Gardens are very common across Melbourne and the whole world, Glen Eira has none.
41		XXXXXXXXXX, I am a dog owner myself so of course my opinions reflect this, however I see many benefits to non dog owners. Safe areas for



		exercise and mental stimulation means less bored dogs barking all day in back yards. Encouraging positive dog ownership behaviours by building community means less dog poo on nature strips. Training spaces encourages better socialised and trained dogs, thus less likely to have viscious antisocial or dangerous dog behaviours. There is a huge number of dogs in glen eira already, so i see it as a positive initiative for council to encourage good care of animals. Good care means less problems. In relation to trees, i hope council will consider sentimental value of trees planted by community.
42		I would agree with almost all of what you said without hesitation XXXX. Unfortunately I am sceptical that council will give a hoot about trees. As the reply from Recreation Services above also unfortunately shows at this stage of the process they show no interest in wanting to know where the community planted tree are on the site. We would be all to willing to meet and show.
43		Thanks XXXXI think you are being a little unfair. Our intention is to maintain as many trees as possible, if the trees are unsafe they will be removed - safety is paramount in this instance. It would be great to gain some of your knowledge of the site.
44		This is a wonderful concept for dogs as there aare very few places in Glen Eira that they canbe off lead in safety. Hopefully this plan will come to fruition as it has been suggested some years ago. I am sure some people will be against this proposal, but pet owners do add to the revenue of the council. Looking at the plan it looks attractive & will give owners a chance to train their dogs.
45		HOORAY, WOOF, WOOF! Somewhere safe from cars (ie Glen Huntly Park) where my furry kids can run free in a purpose designed stimulating environment, and somewhere within walking distance for me. CAN'T WAIT!
46		This is a fantastic initiative. Anyone who doesn't think dogs need a stimulating environment or an environment that allows them to play off leash in a save space clearly does not understand animals. The City of Glen Eira has a multitude of fantastic parks for children and adults. This is a unique facility and one that would be very beneficial to the area and its inhabitants - 2 and 4 legged and also allow families to interact with their dogs in a safe controlled environment. Many dogs require an area that it confined, having an off leash area alone (ie not fenced) is not safe for some dogs so this will allow them to play in a safe way and help minimize the risk of dogs running off and being hit by cars etc - something, as a vet, I see every day. The benefits of pet ownership and the positive effects this can have - for example getting people out and exercising - are well proven. Well done Glen Eira for the initiative and I hope that it follows through. With increasing urban density it is vital we provide spaces like this for animals and people.
47		Excellent initiative. What we have been asking for, for a long time! A safe space for dogs to be off leash that is fenced in. Fully support it and look

		forward to it hopefully coming to fruition.
48		I agree, this is a great idea! Having moved into Carnegie 6 months ago, it has been disappointing that there are no fenced, offlead areas for our 3 year old ChowChow. Having a safe, fenced, off-lead play area would be much appreciated. From the concept drawings it seems that the fenced in area is not grassed? Please! grass this play area for the dogs. It is a park, I would prefer our dog not to be covered in dirt at the end of a play session. We would also need to drive to the park, so hopefully adequate parking is being considered - even with a "one hour" time limit, for example. Koornang Park and Packer Park are great walking areas for our dog, but the lack of any fenced areas in these two parks means we must always keep him on lead. Looking forward to seeing this fenced dog park developed.
49		As a new resident of Glen Eira and a dog owner, I think this is a brilliant idea. There have been some great suggestions for improvements but I would add that parking be think parking needs to be considered in more detail. Given its uniqueness, I'm sure it will draw a large number of people visiting who live further than walking distance.
50		This is a great initiative from the local government areas with the least open space per capita in the metro area. I am from just across the border in Bayside and we CANNOT get our Council to consider the rights of dog owners - even though we raise nearly a million dollars for them annually with our pet rego. Good work Glen Eira.
51	Recreation Services	Hi XXXXX More than happy to host a tour for our neighbouring councils once complete.
52		I think this is a fantastic idea and my dogs would love this space. They are smaller dogs and having an off leash area for them but within a fenced area is great. They also love agility at dog training so this would be a great space for practice. A couple of questions from looking at the concept plans - would there be enough parking as I suspect this space would be very popular and will there be covered/sheltered areas from the sun and toilet facilities?
53	Recreation Services	Hi XXXXXXXXWe have not addressed the car parking area outside of the park as this may change in the future if the centre of the racecourse becomes more accessible. We are planning to keep as many trees as possible for shade and will investigate other options if possible. The budget for the project is limited to \$350,000.
54		What a wonderful idea. I have two cavoodles and am dismayed by the lack of enclosed dog parks in the city of glen eira. This would be a wonderful addition to the vibrate city of glen eira.
55		A brilliant idea and wonderful for council to acknowledge the dog population and dog owner community we have. The concept.and layout of the park is great. My only suggestion is to ensure there is plenty of shade

		and drinking taps/bowls for the dogs and a drinking fountain for their owners.
56	Recreation Services	Hi XXXXXX We are hoping to keep as many trees as possible for shade - removing only the ones that are in poor health and present a risk. Drink fountain and doggie bowl is included.
57		I think it is a wonderful idea. I live close to this proposed park & my dogs will love it. I hope there is a proposal for a pedestrian crossing on Booran Road south of the proposed park, as to cross this part of Booran Road is very dangerous.
58		The fact that it is safe from road traffic is a great idea, we need parks that dogs can run around without disturbing kids playing fields.
59		Fantastic. Can't wait! Agree with others' suggestions.
60		Outstanding and forward thinking. This will be an exemplar for other councils. Two things are really important to include. Some good shade and really secure fencing, as in, can't get over or under. I absolutely cannot wait to use this facility.
61		A brilliant proposal and definitely overdue in this area. I have a small dog meet up group and this would be so very central for us all.
62		Great project and fantastic to see that Council works together with community of dog owners. Great work Glen Eira Council
63		Great Initiative! woof woof woof!
64		What a fantastic idea for our community of dog lovers. It is very exciting to think that I will be able to let my 2 small dogs off leash in a fenced area. In my experience of other dog parks, it is not only for dogs to socialise. I have made many friends with others, as we share stories/tips etc about our dogs. This council does have a lack of off leash areas so this is a wonderful opportunity to use the land for our fur babies.

**ITEM 9.12            INSTRUMENTS OF APPOINTMENT AND AUTHORISATION  
UNDER THE PLANNING AND ENVIRONMENT ACT 1987**

**Author:**            *Tienyi Long, Legal and Governance Officer*

**File No:**            *NA*

**Attachments:**    *A Instrument of Appointment and Authorisation*

---

**PURPOSE AND SUMMARY**

To appoint Council Officers by resolution as authorised officers for the purpose of enforcing the *Planning and Environment Act 1987* (**Act**).

**RECOMMENDATION**

That Council in the exercise of the powers conferred by section 147(4) of the *Planning and Environment Act 1987* (Vic) resolves that:

1. the staff members referred to in the attached Instruments be appointed and authorised as set out in the Instruments;
2. the Instruments come into force immediately when the common seal of Council is affixed to the Instruments, and remain in force until Council determines to vary or revoke it;
3. any existing Instruments of Appointment and Authorisation under the *Planning and Environment Act 1987* to the staff members referred to in the attached Instruments be revoked effective immediately upon the Instruments referred to in paragraph numbered 1 above coming into effect; and
4. the Instruments be signed and sealed.

**BACKGROUND**

Authorisations are required for members of staff whose duties require them to enforce the Act. The Act provides in section 147(4) for Council to appoint officers by resolution, and the authorisation may, where relevant, include the general appointment provision in section 232 of the *Local Government Act 1989* to commence proceedings in Council's name.

**ISSUES AND DISCUSSION**

*Not applicable*

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

*Not applicable*



**POLICY AND LEGISLATIVE IMPLICATIONS**

*Not applicable*

**COMMUNICATION AND ENGAGEMENT**

*Not applicable*

**LINK TO COUNCIL AND COMMUNITY PLAN**

Theme 5 Informed and Engaged - a well governed Council that is committed to transparency and engages residents in decision-making.

**OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

**CONCLUSION**

Councilors are asked to approve the appointment of the staff members referred to in the attached Instruments as authorised officers in accordance with the Instruments.

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Glenn Andrew Woods, Civic Compliance Officer**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

## S11A Instrument of Appointment and Authorisation

(*Planning and Environment Act 1987*)

In this Instrument "**officer**" means -

**Paul Wood, Manager Town Planning**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

1. under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings and represent Council in proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

---

## S11A Instrument of Appointment and Authorisation

(*Planning and Environment Act 1987*)

In this Instrument "**officer**" means -

**Susan Stearn, Coordinator Town Planning**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

1. under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings and represent Council in proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:



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## S11A Instrument of Appointment and Authorisation

(*Planning and Environment Act 1987*)

In this Instrument "**officer**" means -

**Madeleine Snell, Coordinator Town Planning**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

1. under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.
2. under section 232 of the *Local Government Act 1989* authorises the officer generally to institute proceedings and represent Council in proceedings for offences against the Acts and regulations described in this instrument.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Anthony Adams, Principal Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

---

## **S11A Instrument of Appointment and Authorisation**

*(Planning and Environment Act 1987)*

In this Instrument "**officer**" means -

**Catherine Zhou, Principal Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Brooke Mathews, Principal Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:



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**S11A Instrument of Appointment and Authorisation**

*(Planning and Environment Act 1987)*

In this Instrument "**officer**" means -

**Nicky McNeilage, Subdivision Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

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**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Stella Kokkinos, Senior Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

---

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Joshua Devitt, Senior Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Jessie Wu, Senior Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:



**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Michelle Yu, Senior Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

 **Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

---

## S11A Instrument of Appointment and Authorisation

*(Planning and Environment Act 1987)*

In this Instrument "**officer**" means -

**Hannah Wright, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Michael Dowel, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:



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**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Alistair Dunlop, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Alison Orwin, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

---

## S11A Instrument of Appointment and Authorisation

*(Planning and Environment Act 1987)*

In this Instrument "**officer**" means -

**Madeleine Grimes, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Zac Van Grondelle, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:



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**S11A Instrument of Appointment and Authorisation*****(Planning and Environment Act 1987)***

In this Instrument "**officer**" means -

**Mimi Nuciforo, Town Planner**

**By this Instrument of Appointment and Authorisation Glen Eira City Council –**

under section 147(4) of the *Planning and Environment Act 1987* appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under the Act.

**It is declared that** this Instrument -

- (a) comes into force immediately upon its execution; and
- (b) remains in force until varied or revoked, or the officer ceases to be an employee of Glen Eira City Council.

This Instrument is authorised by a resolution of Glen Eira City Council on 6 February 2018.

The seal of Glen Eira City Council was hereto affixed in the presence of:

..... Councillor

..... Chief Executive Officer

Date:

**ITEM 9.13      FINANCIAL MANAGEMENT REPORT FOR THE PERIOD ENDING  
31 DECEMBER 2017**

**Author:**            *John Vastianos (Chief Financial Officer)*

**File No:**            *17/1379559*

**Attachments:**    *Attachment 1: Financial Management Report for the period ending  
31 December 2017*

---

**PURPOSE AND SUMMARY**

To report Council's finances in the Financial Management Report for the period ending 31 December 2017.

**RECOMMENDATION**

That Council notes the Financial Management Report for the period ending 31 December 2017.

**BACKGROUND**

The report includes a comparison of year-to-date (YTD) actual income and expenditure with budgeted (YTD and forecast end-of-year) and other information for the current financial year.

This report also provides a review of the 2017-18 Capital Works Program, cash flow reports and investment reports.

**ISSUES AND DISCUSSION**

Council's forecast operating surplus is projected to be \$26.79m, which is \$9.57m ahead of the adopted Annual Budget.

Please note that this favourable variance includes \$5.23m for the recognition of the land located on the corner of Kambrook, Glen Eira and Booran Roads. Council was appointed as Committee of Management by the State Government for this land (please refer to commentary on page 7 of this report).

Council's financial position is sound. The Balance Sheet indicates a satisfactory financial position with forecast total current assets of \$77.3m and total current liabilities of \$64.53m.

Cash and investment holdings at 31 December are \$74.66m. This is higher than originally budgeted due to the opening cash position being better than expected and results in a forecast liquidity ratio of 1.20 as at 30 June 2018.

**FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

The key financial objectives for Council are:

- Manage finances appropriately within the constraints set by the State Government's Rate Capping regime.
- Generate funds to provide additional public open space and renew and upgrade our ageing assets and community facilities.
- Maintain essential services at not less than current levels.
- Set rates and fee increases that are manageable and sustainable.
- Focus on continuous improvement.
- Keep day-to-day costs and rates below our peers.

**POLICY AND LEGISLATIVE IMPLICATIONS**

Section 138 of the *Local Government Act 1989* (the Act).

**COMMUNICATION AND ENGAGEMENT**

Council officers in preparing the Financial Management Report, take into account other plans and strategies in regard to services and initiatives which commit financial and non-financial resources for the current financial year.

**LINK TO COUNCIL AND COMMUNITY PLAN**

Theme 5: Informed and engaged – A well governed Council that is committed to transparency and engages residents in decision-making.

**OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

**CONCLUSION**

The positive operating result year to date is higher than was anticipated when the annual budget was set. The Balance Sheet position and the cash position are sound.

**ATTACHMENT 1:  
Financial Management Report for the period ending 31 December 2017****1. Contents**

Executive Summary .....	4
Financial Strategy .....	9
Assurance Map.....	12
Income Statement.....	13
Balance Sheet.....	14
Performance Graphs.....	15
Capital Works Program Expenditure .....	21



## Executive Summary

*for the period ending 31 December 2017*

### a) Current Month Budget Result

At the end of December 2017, the performance against budget from ordinary activities showed a positive variance of \$6.88m due to higher than anticipated income of \$3.99m and favourable variance in operating expenditure of \$2.89m (refer to page 15 for details of the variances).

### b) Current Month Forecast Result

The forecast result expected for the financial year is an operating surplus of \$26.79m compared with the original adopted 2017-18 *Annual Budget* of \$17.22m.

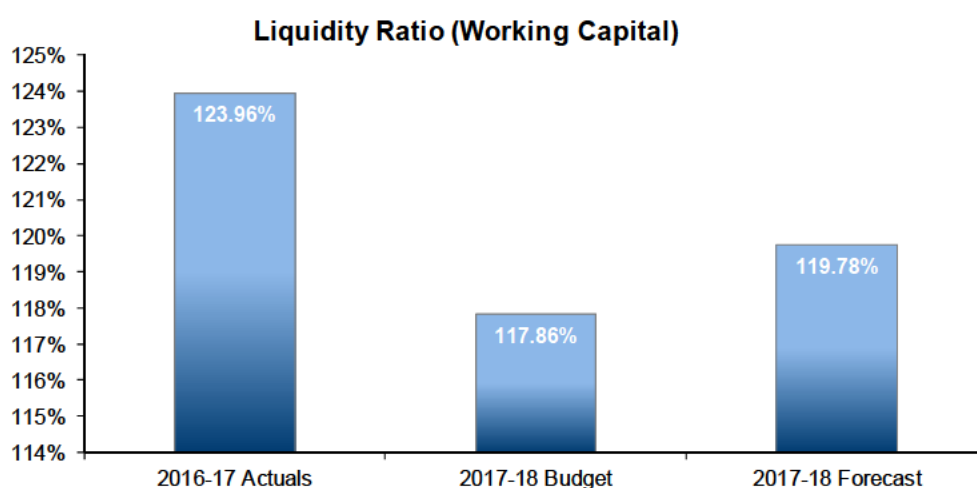
Please note that this favourable variance includes \$5.23m for the recognition of the land located on the corner of Kambrook, Glen Eira and Booran Roads. Council was appointed as Committee of Management by the State Government for this land (please refer to commentary on page 7).

Any surplus from day-to-day operations will be used to fund future capital works projects in the long term *Strategic Resource Plan*. The current monthly forecast movement from ordinary activities shows an increase in operating revenue of \$59k and a decrease in operating expenditure of \$952k.

### c) Liquidity

Working capital is the excess of current assets above current liabilities. This calculation recognises that although Council has current assets, some of those assets are already committed to the future settlement of liabilities in the following 12 months, and are therefore not available for discretionary spending.

Council will continue to have a large investment in capital works projects. Council is required to hold sufficient cash to cover 'Restricted Assets' such as: Residential Aged Care Deposits, Public Open Space Reserve, Contract Deposits and *Fire Services Property Levy*.



**d) Open Space Contributions*****Contributions***

All multi-unit developers now need to pay a uniform 5.7 per cent of the value of the land (or give Council 5.7 per cent of the area of the land). All money raised by the levy will go into more and better open space.

***Open Space Reserve***

The balance of the Open Space Reserve as at 31 December 2017 is as follows:

Description	2017-18 Current Month Actual	2017-18 Year to Date
Open Space Contributions Received	\$267,900	\$5,366,208
Open Space Capital Expenditure *	(\$38,841)	(\$68,671)
<b>Net Movement</b>	<b>\$229,059</b>	<b>\$5,297,537</b>
<b>Opening Balance as at 1 July 2017</b>		<b>\$3,696,235</b>
<b>Closing Balance – Open Space Reserve</b>		<b>\$8,993,772</b>

*\*Includes Booran Reserve.*

Please note: the table above excludes expenditure on improving existing public open space, which is expenditure allowable under Section 20(2) of the Subdivision Act.

## Superannuation – Defined Benefits Scheme

### *Vested Benefits Index (VBI)*

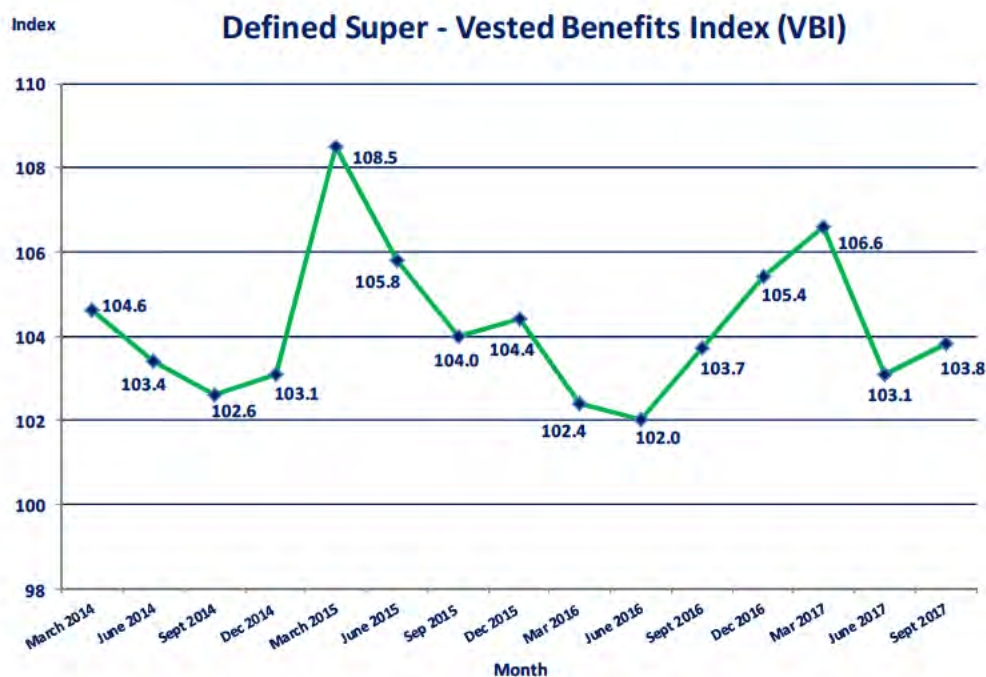
Defined benefit plans are required by law to have an actuarial investigation at least once every three years. Vision Super monitors the vested benefit position of the defined benefits plan on a quarterly basis.

The VBI is the key index that the super fund regulator, APRA, considers when assessing the financial position of the Defined Benefit Plan. In simple terms, this measures whether there would be enough assets to meet the liabilities of the Defined Benefit Plan if it became necessary to pay all members their total entitlements on a particular day.

Under the superannuation prudential standards, VBI's must generally be kept above a fund's nominated shortfall threshold, currently 97%. The higher the index the less chance of a future call.

For the Plan to be in a satisfactory financial position requires a VBI of 100% or more.

Below is the estimated VBI since 31 March 2014:



**Forecast adjustments for December 2017*****Income from ordinary activities increase of \$59k***

The favourable income forecast movement is mainly due to:

- **Statutory Fees and Fines** – due mainly to voting infringements received of \$94k. These infringements relate to compulsory penalties imposed by the Victorian Electoral Commission (VEC) for failing to vote in the 2016 Local Government elections. The VEC had a legislative mandate to manage voting and the compulsory enforcement process for the elections. These funds were collected by the VEC and remitted to Council.

***Expenditure from ordinary activities decrease of \$952k***

The expenditure forecast movement is mainly due to:

- **Employee Costs** – decrease of \$413k. This includes all labour related expenditure and on-costs such as allowances, leave entitlements, employer superannuation and WorkSafe.
- **Contractor Payments** – the increase in contractor payments of \$190k is mostly due to parks contracts (\$108k) and general contractor timing (\$62k).

***Income from non-operational activities increase of \$5.28m***

- **Contributions (Non-monetary)** – On 30th October 2017, The Department of Environment, Land, Water and Planning (DELWP) provided confirmation of Council's appointment as Committee of Management (COM) for Booran Road Community Reserve, located on the corner of Kambrook, Glen Eira and Booran Roads.

Council's valuers, Patel Dore, returned a formal valuation of \$5.23m for this parcel of land.

Please note this entry is a non-cash item and will not affect Council cash resources for the 2017-18 budget year.

**Capital Works Expenditure Program**

As at the end of December 2017, total capital works expenditure in 2017-18 is expected to be \$41.49m, represented by:

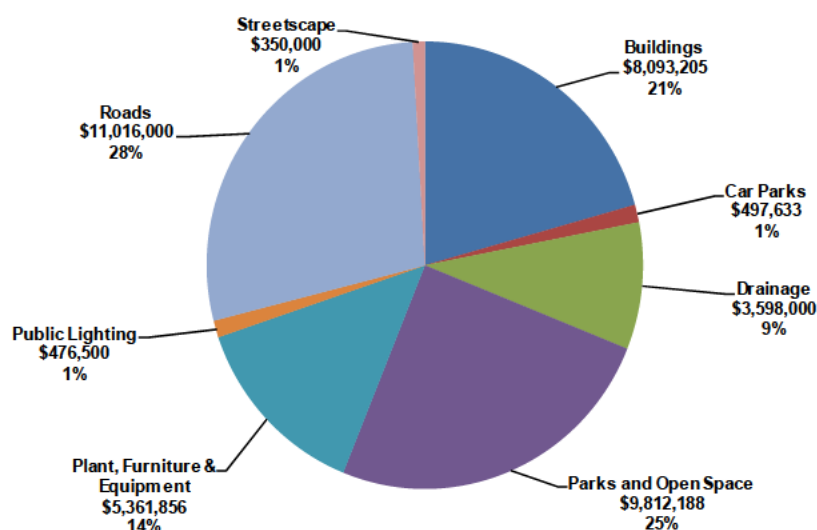
- New capital works projects as per the 2017-18 Annual Budget \$32.82m
- Capital works funding \$1.26m
- Carry forward expenditure from the 2016-17 financial year \$5.12m
- Forecast increase year to date \$2.28m.



**Capital Works Forecast Adjustments of \$1.18m for December 2017:**

- **Duncan Mackinnon Upgrade** – increase in funding of \$963k to accommodate tender requirements above budget provisions relating to:
  - **Netball Courts Development** – increase of \$163k to provide two additional netball courts (refer to agenda item 12.2 from OCM 19 Dec '17).
  - **Athletics Track Upgrade** – increase of \$800k to provide a new track surface and associated infrastructure (refer to agenda item 12.3 from OCM 19 Dec '17).
- **Webcasting/Live streaming of Council meetings** – increase in funding of \$31k for webcasting and live streaming of Council meetings. This includes 16 microphones and a controller for Council meetings (refer to agenda item 9.8 from OCM 17 Oct '17).
- **Public Toilet Upgrade Rolling Program** – increase in funding of \$145k to accommodate a new automated two toilet Exeloo block within the Heather Street Car Park, Bentleigh East near the south west corner (refer to agenda item 9.8 from OCM 19 Dec '17).
- **Public Toilet Exeloo at King George Reserve** – increase of \$45k due to the recommended tender being over budget.

The below graph reflects the 2017-18 budget allocations for the main asset classes.

**Main Asset Category - Budget 2017/18**

## Financial Strategy

Each year, the Auditor-General of Victoria performs an audit of the Local Government sector and produces a report to Parliament of the results of those audits. As part of this process, the Auditor-General assesses the financial sustainability of Councils. In 2016-17 the Auditor-General assessed the financial sustainability risk at an individual Council level. The following pages explain and present the Auditor-General's financial sustainability risks and criteria and page 11 provides indicators for Glen Eira City Council.

### (a) Financial sustainability risk indicators

Indicator	Formula	Description
Net result (%)	Net result / Total revenue	<p>A positive result indicates a surplus, and the larger the percentage, the stronger the result. A negative result indicates a deficit. Operating deficits cannot be sustained in the long term.</p> <p>The net result and total revenue are obtained from the comprehensive operating statement.</p>
Adjusted underlying result	Adjusted underlying surplus (or deficit) / Adjusted underlying revenue	Indicator of the broad objective that an adjusted underlying surplus should be generated in the ordinary course of business. A surplus or increasing surplus suggests an improvement in the operating position.
Liquidity (ratio)	Current assets / Current liabilities	<p>This measures the ability to pay existing liabilities in the next 12 months.</p> <p>A ratio of one or more means there are more cash and liquid assets than short-term liabilities.</p>
Internal financing (%)	Net operating cash flow / Net capital expenditure	<p>This measures the ability of an entity to finance capital works from generated cash flow.</p> <p>The higher the percentage, the greater the ability for the entity to finance capital works from their own funds.</p> <p>Net operating cash flow and net capital expenditure are obtained from the cash flow statement.</p>
Indebtedness (%)	Non-current liabilities / own-sourced revenue	<p>Comparison of non-current liabilities (mainly comprising borrowings) to own-sourced revenue. The higher the percentage, the less the entity is able to cover non-current liabilities from the revenues the entity generates itself.</p> <p>Own-sourced revenue is used, rather than total revenue, because it does not include grants or contributions.</p>
Capital replacement (ratio)	Cash outflows for property, plant and equipment / Depreciation	Comparison of the rate of spending on infrastructure with its depreciation. Ratios higher than 1:1 indicate that spending is faster than the depreciation rate. This is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Cash outflows for infrastructure are taken from the cash flow statement. Depreciation is taken from the comprehensive operating statement.
Renewal gap (ratio)	Renewal and upgrade expenditure / depreciation	<p>Comparison of the rate of spending on existing assets through renewing, restoring, and replacing existing assets with depreciation. Ratios higher than 1:1 indicate that spending on existing assets is faster than the depreciation rate.</p> <p>Similar to the investment gap, this is a long-term indicator, as capital expenditure can be deferred in the short term if there are insufficient funds available from operations, and borrowing is not an option. Renewal and upgrade expenditure are taken from the statement of capital works. Depreciation is taken from the comprehensive operating statement.</p>

**Financial Strategy (continued)****(b) Financial sustainability risk assessment criteria**

The financial sustainability risk of each local council is assessed using the criteria outlined below:

Risk	Net result	Adjusted underlying result	Liquidity	Internal financing	Indebtedness	Capital replacement	Renewal gap
High	Less than negative 10%	Less than 0%	Less than 0.75	Less than 75%	More than 60%	Less than 1.0	Less than 0.5
	Insufficient revenue is being generated to fund operations and asset renewal.	Insufficient surplus being generated to fund operations	Immediate sustainability issues with insufficient current assets to cover liabilities.	Limited cash generated from operations to fund new assets and asset renewal.	Potentially long-term concern over ability to repay debt levels from own-source revenue.	Spending on capital works has not kept pace with consumption of assets.	Spending on existing assets has not kept pace with consumption of these assets.
Medium	Negative 10%–0%	0%–5%	0.75–1.0	75–100%	40–60%	1.0–1.5	0.5–1.0
	A risk of long-term run down to cash reserves and inability to fund asset renewals.	Surplus being generated to fund operations	Need for caution with cash flow, as issues could arise with meeting obligations as they fall due.	May not be generating sufficient cash from operations to fund new assets.	Some concern over the ability to repay debt from own-source revenue.	May indicate spending on asset renewal is insufficient.	May indicate insufficient spending on renewal of existing assets.
Low	More than 0%	More than 5%	More than 1.0	More than 100%	40% or less	More than 1.5	More than 1.0
	Generating surpluses consistently.	Generating strong surpluses to fund operations	No immediate issues with repaying short-term liabilities as they fall due.	Generating enough cash from operations to fund new assets.	No concern over the ability to repay debt from own-source revenue.	Low risk of insufficient spending on asset renewal.	Low risk of insufficient spending on asset base.

Source: VAGO.

Financial Strategy (continued)Monthly Report Relative to Financial Strategy

Financial Sustainability Risk Indicators	Objective	2016-2017 Actuals	2017-2018 Annual Budget as at 30 June 2018	2017-2018 Annual Forecast as at 30 June 2018	2017-2018 Risk based on Annual Forecast as at 30 June 2018	Comment
(1) Net Result	Generating surpluses consistently of greater than 0%.	16.76%	10.00%	14.86%	Low	Council is generating positive surpluses.
(2) Underlying Result (%)	Generating surpluses consistently of greater than 0%.	16.00%	9.00%	12.28%	Low	Council is generating positive surpluses.
(3) Liquidity	To measure Council's ability to repay short-term liabilities as they fall due. The indicator is to be greater than 1.0.	1.24	1.18	1.20	Low	Council's forecast to 30 June 2018 indicates a Liquidity Ratio of greater than 1.0.
(4) Indebtedness	Lower than 40% relates to the ability to repay debt from own-source revenue.	15.72%	13.08%	12.94%	Low	Council is operating at a ratio of lower than 40%, therefore has the ability to repay debt from own-source revenue.
(5) Internal Financing	Generating enough cash from operations to fund new assets. The indicator is to be greater than 100%.	157.42%	111.07%	111.61%	Low	Council is generating enough cash from operations to fund new assets.
(6) Capital Replacement	To ascertain the level of risk of insufficient spending on asset renewal. The indicator is to be more than 1.5.	1.58	1.73	1.81	Low	Council operates at a low level of risk with respect to capital replacement.
(7) Renewal Gap	To ensure there is sufficient spending on Council's asset base. The indicator is to be greater than 1.0.	1.24	1.29	1.29	Low	Council spends sufficient funds on its asset base.
Council aims to keep average rates and charges significantly below benchmark Councils and provide a pensioner rate rebate over the State Government's universal rebate.	Council aims to keep average rates and charges significantly below benchmark Councils and the pensioner rate rebate above the State Government's universal rebate.	\$1,557	\$1,586	\$1,587	In terms of Rates per assessment, Glen Eira is again the second lowest of the 21 Inner Melbourne Councils (2015/16: also second lowest) and is \$283 per assessment (\$18.3M) below the average outcome.	
<ul style="list-style-type: none"> <li>Average Rates and Charges</li> <li>Pensioner Rate Rebate</li> </ul>		\$270	\$270	\$270		
Operating costs per property should be kept as low as possible in order to generate both operating surpluses and lower Rates.	Council should aim to keep average operating costs below the average benchmark Councils.	\$1,899	\$2,357	\$2,334	In terms of operational expenditure (excluding depreciation), Glen Eira ranks as spending \$161 less per assessment (\$10.4M) than the average for the Inner Melbourne Councils grouping.	



## Assurance Map

The assurance map considers the key risks to Council in achieving its objectives and performance expectations, and the assurance activities which have been conducted over the operation of controls that apply to those risks. The Assurance Map is indicative of the type of activity in place to provide Council Management with comfort that the control environment is operating as intended. A formal review of strategic risks is undertaken annually by Executive. The risks have been identified, assessed and ranked in order of risk exposure to Council. The assurance map will be updated after every formal review and when assurance activities are proposed or undertaken.

Council's Strategic Risks	Risk Rating	Type of Assurance						Previous and proposed IA activity 2016/17-2017/18, and/or other independent reviews/checks
		Management Review / Self-assessment	Insurance Coverage	LG Investigations / Compliance Inquiries	VAGO Performance Audits*	Independent Consultants / External party review	Internal Audit	
1. State Government decisions impacting our community	H							Food Safety (2011/12) Statutory Planning (2013/14)
2. Terrorist Attack – Lone Wolf	H							Security Protocol Review (2014) Building Emergency Management Planning (2017/18) Implementation of Federal Government's Strategy for Protecting Crowded Places from Terrorism 2017 – use of the Crowded Places Security Audit, Self-Assessment Tool and guidelines.
3. Vulnerability to cyber attack	H							Cyber Security Review including mobile devices website management and penetration testing (2016/17)
4. Contracts – contracting process by Council	H							Tendering (2013/14) Contract Management (2013/14) Financial Compliance transaction analysis (annual) Contract Management Review (2016/17) Major Project Management (2017/18)
5. Vulnerability to litigious action	H							Risk Management Framework (2015/16) Fraud & Corruption Control (2016/17) Claims Management Review (2017/18)
6. Failure to keep pace with emerging technologies and digital environment	H							IT Strategy (management) (2013/14) Regular penetration testing on the internal and external network infrastructure and external websites IT Sensitive Information (2011/12) IT Security (2012/13, 2014/15) IT General Controls (2015/16) Performance Audit – GECC Transformation Project (2017/18)
7. Vulnerability to significant fraud	H							Fraud Review (2013/14) Financial Controls (2014/15) Risk Management Framework (2015/16) Fraud & Corruption Control (2016/17) Financial Compliance transaction analysis (annual) Payroll (2017/18) Open Space Contributions (2017/18)
8. Not sufficiently agile to respond to change	H							Change Management Framework Promapp Performance Audit – GECC Transformation Project (2017/18)
9. Failure to effectively plan for the changing demographic of our workforce	M							SafetyMAP recertification (2013/14) OH&S Review (2015/16) Performance Audit – GECC Transformation Project (2017/18)
10. Transformation program fails to deliver anticipated benefits for the organisation and community	M							Performance Audit – GECC Transformation Project (2017/18)

\* Reviews performed are ad-hoc and Council may or may not be included in selected sampling  
Level of coverage provided where not all aspects of the risk may have been addressed by assurance activity.



Please note that the External Audit process is designed to enable the AG to express an opinion on the annual financial report. The external audit is not a comprehensive audit of all systems and processes and is not designed to uncover all deficiencies, breaches and irregularities in those systems & processes.

## Income Statement

for the period ending 31 December 2017

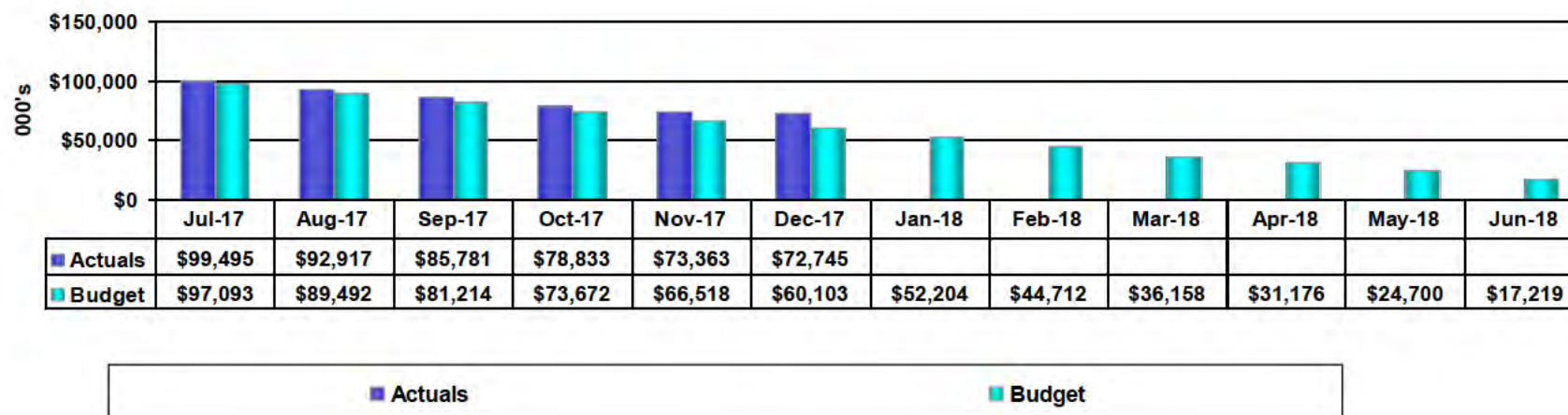
	2017-18 Year to Date Actual	2017-18 Year to Date Budget	2017-18 Year to Date Variance	2017-18 Year to Date Variance	2017-18 Last Month Forecast	2017-18 Current Month Forecast	2017-18 Current Month Forecast Movement \$ 000's	2017-18 Annual Budget	2017-18 Budget Forecast Variance	2017-18 Budget Forecast Variance
	\$ 000's	\$ 000's	\$ 000's	(%)	\$ 000's	\$ 000's		\$ 000's	\$ 000's	(%)
<b>Income</b>										
<b>Income from Ordinary Activities</b>										
General Rates	88,466	88,407	59	0.1%	88,468	88,466	(2)	88,407	59	0.1%
Supplementary Rates	413	400	13	3.3%	894	813	(81)	800	13	1.6%
Waste and Recycling Charges	14,615	14,610	5	0.0%	15,087	15,066	(22)	15,060	5	0.0%
Grants (Operating and Capital)	13,096	12,588	507	4.0%	22,552	22,646	94	22,423	222	1.0%
Interest Received	790	600	190	31.6%	1,332	1,390	58	1,200	190	15.8%
User Fees	14,092	13,291	802	6.0%	27,933	27,775	(157)	27,185	591	2.2%
Statutory Fees and Fines	4,805	3,459	1,345	38.9%	7,853	7,975	121	6,630	1,345	20.3%
Contributions (Monetary)	5,366	4,375	991	22.7%	7,848	7,846	(2)	7,500	346	4.6%
Other Income	1,118	1,043	76	7.3%	2,997	3,046	48	2,951	94	3.2%
<b>Total Income from Ordinary Activities</b>	<b>142,762</b>	<b>138,774</b>	<b>3,987</b>	<b>2.87%</b>	<b>174,964</b>	<b>175,022</b>	<b>59</b>	<b>172,157</b>	<b>2,865</b>	<b>1.7%</b>
<b>Expenses</b>										
<b>Expenses from Ordinary Activities</b>										
Employee Costs	36,911	37,916	1,005	2.7%	73,936	73,523	413	74,335	812	1.1%
Materials and Consumables	2,524	3,033	508	16.8%	5,743	5,642	100	5,997	354	5.9%
Contractor Payments	14,898	15,965	1,067	6.7%	32,073	31,884	190	31,839	(45)	(0.1%)
Maintenance	3,263	3,242	(21)	(0.6%)	6,628	6,704	(76)	6,648	(55)	(0.8%)
Utility Services	2,132	2,321	189	8.1%	4,409	4,349	60	4,528	179	4.0%
Insurances	647	782	135	17.3%	951	933	18	1,034	101	9.8%
Other Expenses	2,367	2,316	(51)	(2.2%)	4,904	4,722	182	4,707	(14)	(0.3%)
Grants and Subsidies	561	617	56	9.1%	917	863	53	926	62	6.7%
Borrowing Costs	346	350	4	1.1%	669	657	12	660	4	0.6%
<b>Total Expenses from Ordinary Activities</b>	<b>63,649</b>	<b>66,542</b>	<b>2,893</b>	<b>4.3%</b>	<b>130,229</b>	<b>129,277</b>	<b>952</b>	<b>130,674</b>	<b>1,398</b>	<b>1.1%</b>
<b>Surplus before non operational activities</b>	<b>79,113</b>	<b>72,232</b>	<b>6,880</b>	<b>9.5%</b>	<b>44,735</b>	<b>45,746</b>	<b>1,011</b>	<b>41,483</b>	<b>4,263</b>	<b>10.3%</b>
<b>Non-operational Activities</b>										
Contributions - Non Monetary	5,230	(0)	5,230	100.0%	-	5,230	5,230	-	5,230	100.0%
Proceeds from Sale of Property, Infrastructure, Plant and Equipment	251	254	(3)	(1.2%)	455	501	46	501	0	0.1%
Written Down Value of Assets Sold/Disposed	809	765	(44)	(5.7%)	1,722	1,815	(93)	1,531	(285)	(18.6%)
Depreciation and Amortisation	11,040	11,617	577	5.0%	22,967	22,869	97	23,234	365	1.6%
<b>Surplus for the period</b>	<b>72,745</b>	<b>60,103</b>	<b>11,573</b>	<b>19.3%</b>	<b>20,501</b>	<b>26,792</b>	<b>6,291</b>	<b>17,219</b>	<b>9,573</b>	<b>55.6%</b>
Key to Variance - Positive figures relate to an increase in revenue and a decrease in expenditure. Negative figures relate to a decrease in revenue and increase in expenditure.										

**Balance Sheet***for the period ending 31 December 2017*

	Actuals 2016-17	Annual Budget 2017-18	Annual Forecast 2017-18	Year to Date Actual 2017-18	Previous Month's Actuals
	\$ 000's	\$ 000's	\$ 000's	\$ 000's	\$ 000's
<b>Assets</b>					
<b>Current Assets</b>					
Cash and Cash Equivalents	61,111	57,644	61,478	74,655	72,561
Trade and Other Receivables	12,739	10,408	14,322	64,358	74,076
Other Assets	1,497	1,297	1,497	288	348
<b>Total Current Assets</b>	<b>75,348</b>	<b>69,349</b>	<b>77,297</b>	<b>139,301</b>	<b>146,985</b>
<b>Non-Current Assets</b>					
Property, Infrastructure, Plant and Equipment	2,183,334	2,072,236	2,209,470	2,190,205	2,184,433
Intangible Assets	764	1,042	764	649	669
Investments in Joint Operations	1,592	2,125	1,592	1,592	1,592
Other Financial Assets	5	5	5	5	5
<b>Total Non-Current Assets</b>	<b>2,185,695</b>	<b>2,075,408</b>	<b>2,211,831</b>	<b>2,192,451</b>	<b>2,186,699</b>
<b>TOTAL ASSETS</b>	<b>2,261,043</b>	<b>2,144,756</b>	<b>2,289,128</b>	<b>2,331,752</b>	<b>2,333,684</b>
<b>Liabilities</b>					
<b>Current Liabilities</b>					
Trade and Other Payables	14,717	16,494	18,352	8,595	7,505
Trust Funds and Deposits	29,874	25,501	29,874	35,316	37,490
Provisions	12,850	13,391	12,850	12,699	12,871
Interest-Bearing Liabilities	3,343	3,455	3,455	3,435	3,410
<b>Total Current Liabilities</b>	<b>60,784</b>	<b>58,841</b>	<b>64,532</b>	<b>60,045</b>	<b>61,275</b>
<b>Non-Current Liabilities</b>					
Provisions	1,431	1,186	1,431	1,519	1,519
Interest-Bearing Liabilities	18,302	14,848	14,848	16,665	16,968
Other Liabilities - Joint Operations	2,420	2,568	2,420	2,420	2,420
<b>Total Non-Current Liabilities</b>	<b>22,152</b>	<b>18,602</b>	<b>18,698</b>	<b>20,603</b>	<b>20,906</b>
<b>Total Liabilities</b>	<b>82,937</b>	<b>77,443</b>	<b>83,230</b>	<b>80,649</b>	<b>82,181</b>
<b>Net Assets</b>	<b>2,178,106</b>	<b>2,067,314</b>	<b>2,205,898</b>	<b>2,251,104</b>	<b>2,251,503</b>
<b>Equity</b>					
Accumulated Surplus	919,972	926,386	946,764	987,420	988,267
Asset Revaluation Reserve	1,254,438	1,130,179	1,254,438	1,254,690	1,254,471
Public Open Space Reserve	3,696	10,749	4,696	8,994	8,765
<b>Total Equity</b>	<b>2,178,106</b>	<b>2,067,314</b>	<b>2,205,898</b>	<b>2,251,104</b>	<b>2,251,503</b>

## Performance Graphs

**Financial Performance**  
for the period ending 31 December 2017



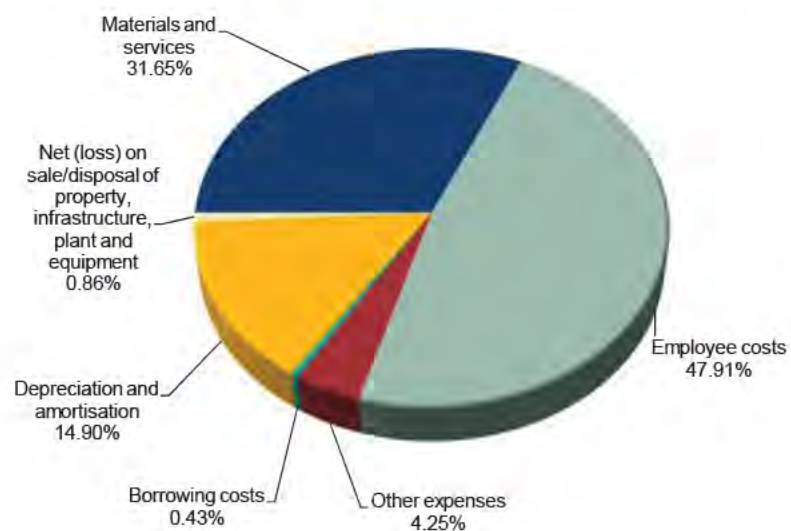
The December 2017 year to date financial performance was \$11.57m better than the year to date budget mainly due to:

- Better than anticipated income received for Statutory Fees and Fines \$1.34m, Open Space Contributions \$991k, User Fees \$802k and Grants \$507k.
- Favourable variances in expenditure items including: Contractor Payments \$1.07m, Employee Costs \$1m and Materials and Consumables \$508k.
- Contributions (Non Monetary) - Council's appointment as Committee of Management (COM) for Booran Road Community Reserve, located on the corner of Kambrook, Glen Eira and Booran Roads \$5.23m. This is a non-cash item.

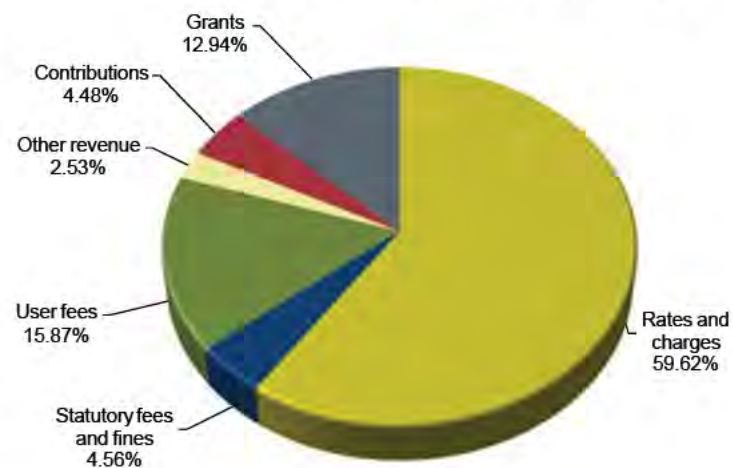


**Financial Performance**  
*for the period ending 31 December 2017*

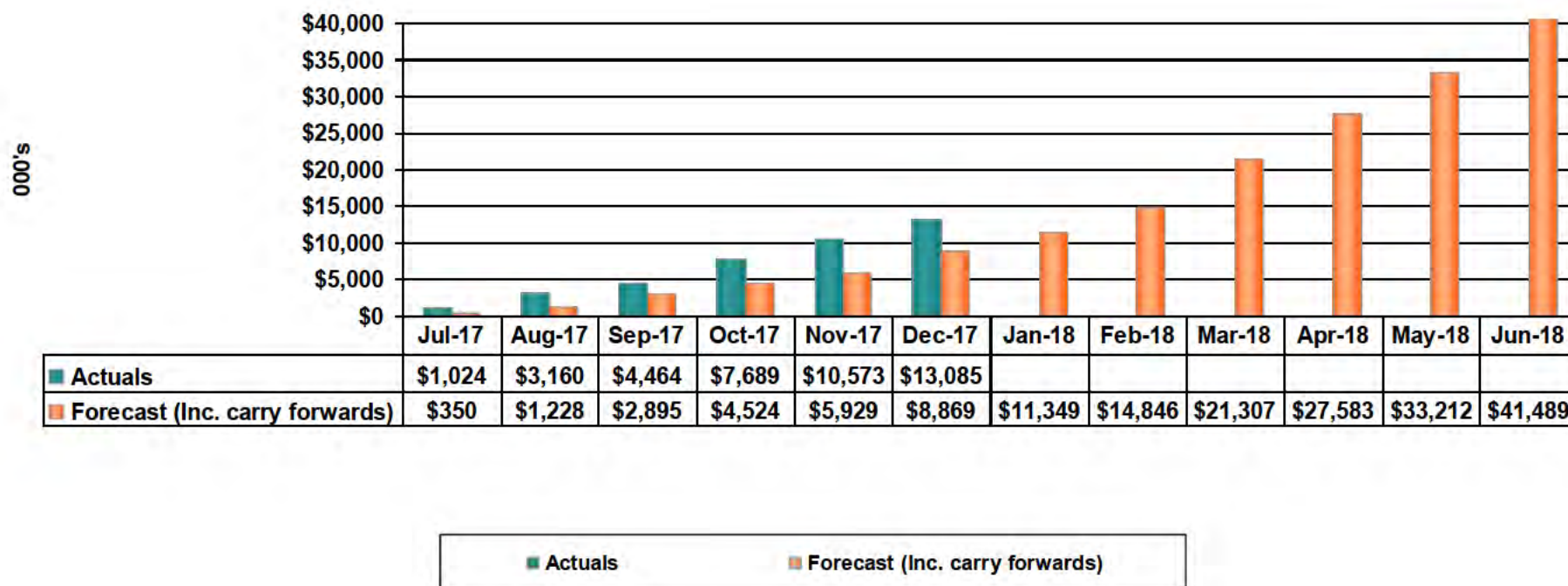
**2017-18 Forecast categories of expenditure**



**2017-18 Forecast sources of income**

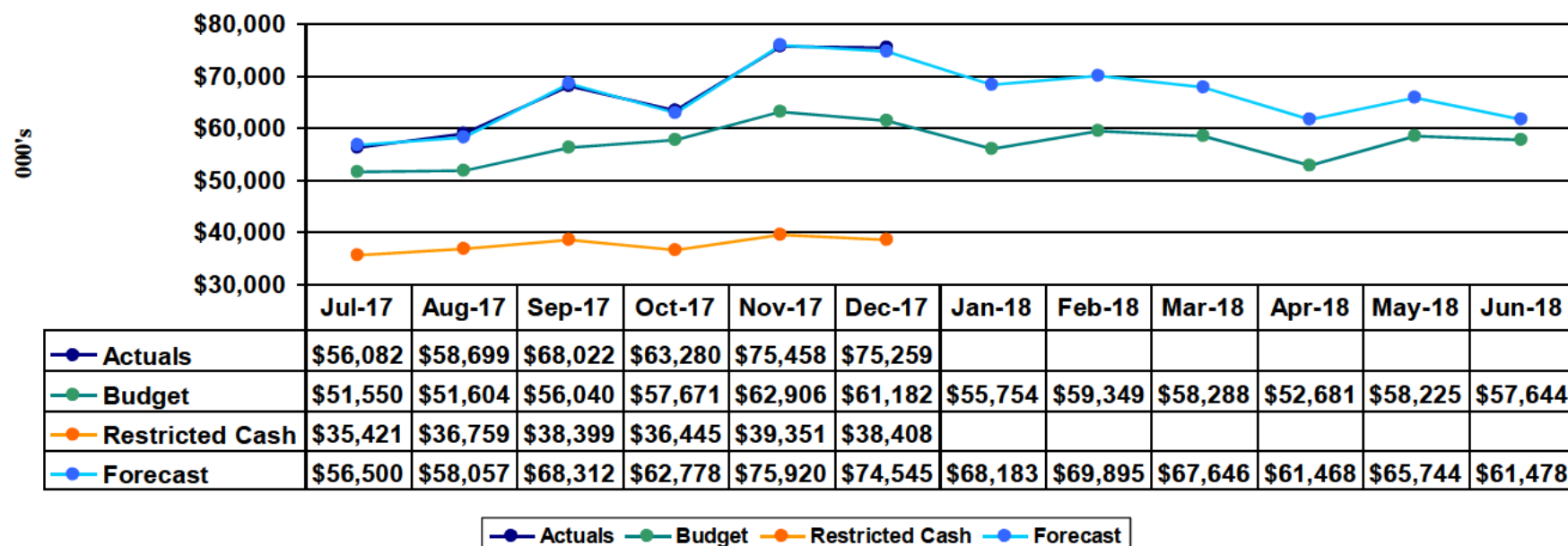


**Capital Works Program Expenditure**  
*for the period ending 31 December 2017*



Council's capital expenditure is ahead of forecast by \$4.22m mainly due to Road Rehabilitations \$2.05m, Drainage Improvements \$805k, Renewal of Heating, Ventilation and Air Conditioning \$487k and Car Park Renewal \$378k.

**Cash and Investments**  
*for the period ending 31 December 2017*



Council's year to date cash balance of \$75.26m is higher than budget for the current month. Council's forecast position to June 2018 of \$61.48m has been adjusted to reflect the movements in Council's Income Statement and Capital Works Program forecast adjustments.

Council has cash assets that are subject to restrictions. Restricted funds as at 31 December 2017 include: residential aged care deposits of \$24.33m, trust funds and deposits \$4.8m (including asset protection permits), open space reserve \$8.99m and fire services property levy \$288k.

**Rates Income and Debtors**  
**for the period ending 31 December 2017**

**Rate and Charges Income** – is an important source of revenue, accounting for approximately 61 per cent of the total revenue received by Council annually. Glen Eira continues to have the second-lowest average rates and charges in metro Melbourne.

**Rate Capping** - The Victorian Government's *Fair Go Rates System* (FGRS) limits the maximum increase in Councils' average rates. The amount is calculated by dividing total revenue from general rates by the total number of rateable properties in the municipality.

Each year the Minister for Local Government sets the average rate cap increase for Councils.

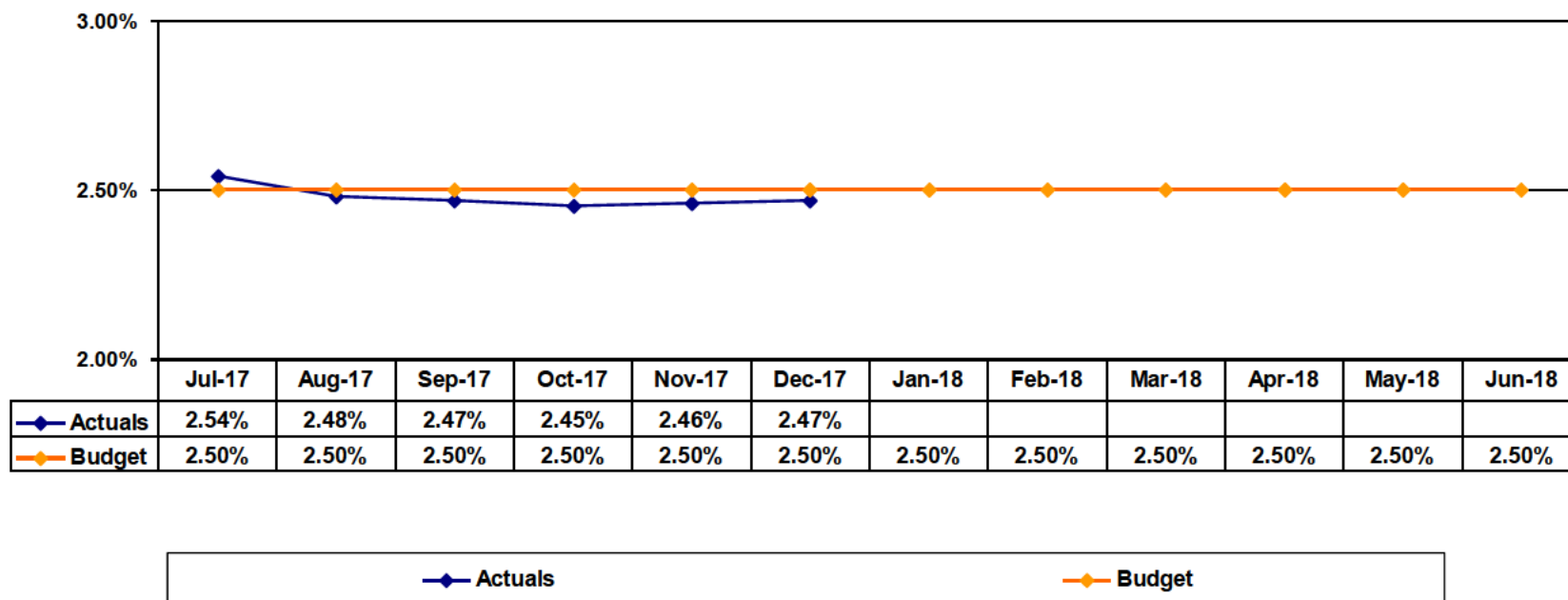
The cap for 2017-18 was set at forecast CPI of 2.0% (2.5% for 2016-17).

**Rate Payments** - Rates are paid in four instalments during the year: February, May, September and November. Council's cash flow is impacted by the timing of rate payments. The following table reflects the rate debtors balance as at 31 December 2017.

<b>Rate Debtors</b>	<b>2017-2018 Year to date</b>
	<b>\$'000</b>
Arrears Brought Forward	5,824
2017-18 Rates & Garbage Generated	102,981
2017-18 Fire Services Property Levy	12,327
<b>Total Rates &amp; Charges</b>	<b>121,132</b>
<b>Payments/Adjustments:</b>	
Glen Eira Pension Rebate	(338)
State Government Rebate	(1,634)
Fire Services Property Levy Rebate	(365)
Receipts	(61,289)
Interest	209
Supplementary Valuations	530
Adjustments	(12)
<b>Total Payments/Adjustments</b>	<b>(62,898)</b>
<b>Rates &amp; Charges Balance at Month End</b>	<b>58,234</b>



**Investment Interest Rates**  
*for the period ending 31 December 2017*



Council achieved a lower return of 2.47% against the budget of 2.50%.

## Capital Works Program Expenditure

for period ending 31 December 2017

Description	2017-18 Carry Forwards from 2016-17	2017-18 Adopted Annual Capital Budget	2017-18 Capital Grant Funding	2017-18 Budget Plus 2016-17 Carry Forward	2017-18 YTD Work In Progress	2017-18 YTD Forecast	2017-18 YTD Variance	2017-18 Annual Forecast Projected end of June 2018 expenditure	2017-18 Forecast Adjustments
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<b>CAPITAL WORKS: PRIORITY ITEMS</b>									
Continuous Improvement & Innovation	50,000	900,000	-	950,000	3,400	-	(3,400)	950,000	-
Information Systems	160,000	1,018,000	-	1,178,000	206,545	403,000	196,455	1,234,500	56,500
Vehicle Replacements	-	1,672,041	-	1,672,041	278,997	110,000	(168,997)	1,672,041	-
Footpath Replacement	-	2,010,000	-	2,010,000	865,245	880,000	14,755	2,010,000	-
Kerb and Channel Replacement	-	163,000	-	163,000	20,701	65,200	44,499	163,000	-
Road Rehabilitation	248,918	3,188,000	-	3,436,918	2,807,465	761,944	(2,045,521)	3,436,918	-
Drainage Improvement	28,000	3,570,000	-	3,598,000	1,505,479	700,000	(805,479)	3,218,000	(380,000)
Local Road Resurfacing	-	1,500,000	-	1,500,000	719,129	575,000	(144,129)	1,500,000	-
Right of Way Renewal	-	336,600	-	336,600	138,629	131,600	(7,029)	336,600	-
Local Area Traffic Management (LATM) Replacement	274,159	600,000	-	874,159	361,477	374,159	12,682	874,159	-
Car Park Rehabilitation	77,633	400,000	-	477,633	495,331	117,633	(377,698)	477,633	-
Roads to Recovery	-	323,926	576,074	900,000	360,083	320,000	(40,083)	900,000	-
Traffic Signal Upgrade	53,377	-	-	53,377	10,724	-	(10,724)	53,377	-
<b>TOTAL PRIORITY ITEMS</b>	<b>892,087</b>	<b>15,681,567</b>	<b>576,074</b>	<b>17,149,728</b>	<b>7,773,205</b>	<b>4,438,536</b>	<b>(3,334,669)</b>	<b>16,826,228</b>	<b>(323,500)</b>
<b>CAPITAL WORKS: ROLLING ANNUAL-ENVIRONMENTAL INITIATIVES</b>									
Bicycle Strategy Implementation	136,204	250,000	-	386,204	53,787	-	(53,787)	386,204	-
Warm season grass Program	182,334	710,000	-	892,334	388,309	191,131	(197,178)	1,620,334	728,000
Sustainable Initiatives	-	507,080	-	507,080	1,721	-	(1,721)	507,080	-
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-ENVIRONMENTAL INITIATIVES</b>	<b>318,538</b>	<b>1,467,080</b>	<b>-</b>	<b>1,785,618</b>	<b>443,817</b>	<b>191,131</b>	<b>(252,686)</b>	<b>2,513,618</b>	<b>728,000</b>
<b>CAPITAL WORKS: ROLLING ANNUAL-LIBRARIES &amp; LEARNING CENTRES</b>									
Library and Information Services	-	809,336	63,179	872,515	436,112	475,054	38,942	872,734	219
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-LIBRARIES</b>	<b>-</b>	<b>809,336</b>	<b>63,179</b>	<b>872,515</b>	<b>436,112</b>	<b>475,054</b>	<b>38,942</b>	<b>872,734</b>	<b>219</b>
<b>CAPITAL WORKS: ROLLING ANNUAL-TRAFFIC MANAGEMENT</b>									
Traffic Engineering	586,946	1,175,000	-	1,761,946	315,986	214,600	(101,386)	1,761,946	-
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-TRAFFIC MANAGEMENT</b>	<b>586,946</b>	<b>1,175,000</b>	<b>-</b>	<b>1,761,946</b>	<b>315,986</b>	<b>214,600</b>	<b>(101,386)</b>	<b>1,761,946</b>	<b>-</b>
<b>CAPITAL WORKS: ROLLING ANNUAL-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES</b>									
Major Playground Upgrade	-	1,000,000	-	1,000,000	1,590	-	(1,590)	1,000,000	-
Playground Minor Equipment/Art Rolling Program	7,546	535,000	-	542,546	156,627	112,546	(44,081)	542,546	-
Carnegie Swim Centre Maintenance	50,000	50,000	-	100,000	2,267	-	(2,267)	100,000	-
Minor Park Improvements	-	642,000	-	642,000	154,678	349,000	194,322	642,000	-
Sports Ground Lighting	-	180,000	-	180,000	17,530	-	(17,530)	180,000	-
Cricket Net Facilities Upgrade	-	95,000	-	95,000	22,328	-	(22,328)	95,000	-
Public Hall Furniture	-	10,000	-	10,000	-	-	-	10,000	-
Plinth Curbing	-	115,000	-	115,000	96,330	115,000	18,670	115,000	-
Open Space Lighting Program	-	75,000	-	75,000	-	-	-	75,000	-
Sports facility lighting Program	-	100,000	-	100,000	-	-	-	100,000	-
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES</b>	<b>57,546</b>	<b>2,802,000</b>	<b>-</b>	<b>2,859,546</b>	<b>451,350</b>	<b>576,546</b>	<b>125,196</b>	<b>2,859,546</b>	<b>-</b>

## Capital Works Program Expenditure

for period ending 31 December 2017 (continued)

Description	2017-18 Carry Forwards from 2016-17	2017-18 Adopted Annual Capital Budget	2017-18 Capital Grant Funding	2017-18 Budget Plus 2016-17 Carry Forward	2017-18 YTD Work In Progress	2017-18 YTD Forecast	2017-18 YTD Variance	2017-18 Annual Forecast Projected end of June 2018 expenditure	2017-18 Forecast Adjustments
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<b><u>CAPITAL WORKS: ROLLING ANNUAL-BUILDING WORKS</u></b>									
Building Improvements	228,381	110,000	-	338,381	65,493	103,951	38,458	338,381	-
Kitchen/ Joinery Renewal	-	61,000	-	61,000	5,950	32,050	26,100	61,000	-
Roof Renewal	39,874	165,000	-	204,874	59,003	97,000	37,997	204,874	-
Painting Program	-	121,000	-	121,000	7,520	64,800	57,280	121,000	-
Switchboard Renewal	-	100,000	-	100,000	36,375	60,000	23,625	100,000	-
Floor Covering Replacement Renewal	-	187,100	-	187,100	20,531	99,020	78,489	187,100	-
Public Toilet Upgrade Rolling Program	-	285,000	-	285,000	7,141	105,000	97,859	430,000	145,000
Forward design Program	-	640,000	-	640,000	22,302	-	(22,302)	640,000	-
Bathroom Renewal	-	88,500	-	88,500	-	80,400	80,400	88,500	-
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-BUILDING WORKS</b>	<b>268,255</b>	<b>1,757,600</b>	<b>-</b>	<b>2,025,855</b>	<b>224,315</b>	<b>642,221</b>	<b>417,906</b>	<b>2,170,855</b>	<b>145,000</b>
<b><u>CAPITAL WORKS: ROLLING ANNUAL-SHOPPING CENTRES</u></b>									
Annual Shopping Streetscape Program	-	100,000	-	100,000	28,547	30,000	1,453	100,000	-
<b>TOTAL CAPITAL WORKS: ROLLING ANNUAL-SHOPPING CENTRES</b>	<b>-</b>	<b>100,000</b>	<b>-</b>	<b>100,000</b>	<b>28,547</b>	<b>30,000</b>	<b>1,453</b>	<b>100,000</b>	<b>-</b>
<b>TOTAL ROLLING ANNUAL</b>	<b>1,231,285</b>	<b>8,111,016</b>	<b>63,179</b>	<b>9,405,480</b>	<b>1,900,127</b>	<b>2,129,552</b>	<b>229,425</b>	<b>10,278,699</b>	<b>873,219</b>
<b><u>CAPITAL WORKS: MAJOR PROJECTS</u></b>									
Bentleigh Rotunda	-	250,000	-	250,000	-	-	-	250,000	-
Duncan Mackinnon Netball Court Redevelopment	-	374,441	100,000	474,441	15,112	-	(15,112)	637,441	163,000
Precinct Plan- Lord Reserve, Carnegie Pool, Koomang Park	-	100,000	-	100,000	80,802	80,000	(802)	100,000	-
Bailey Skate Park Redevelopment	484,651	-	-	484,651	19,401	-	(19,401)	484,651	-
Carnegie Swim Centre Redevelopment	75,000	-	-	75,000	51,550	-	(51,550)	75,000	-
Duncan Mackinnon Reserve Netball Courts lighting	-	150,000	-	150,000	13,036	-	(13,036)	150,000	-
Duncan Mackinnon Athletics Track Upgrade	-	750,000	250,000	1,000,000	84,669	-	(84,669)	1,800,000	800,000
Lord Hex Pavilion Upgrade	75,000	-	-	75,000	-	-	-	75,000	-
<b>TOTAL MAJOR PROJECTS</b>	<b>634,651</b>	<b>1,624,441</b>	<b>350,000</b>	<b>2,609,092</b>	<b>264,570</b>	<b>80,000</b>	<b>(184,570)</b>	<b>3,572,092</b>	<b>963,000</b>
<b><u>CAPITAL WORKS: OPEN SPACE STRATEGY IMPLEMENTATION</u></b>									
Open Space Strategy Initiatives	237,823	1,421,517	173,483	1,832,823	538,052	452,823	(85,229)	1,882,823	50,000
Booran Reserve	-	-	-	-	68,671	-	(68,671)	-	-
<b>TOTAL OPEN SPACE STRATEGY IMPLEMENTATION</b>	<b>237,823</b>	<b>1,421,517</b>	<b>173,483</b>	<b>1,832,823</b>	<b>606,723</b>	<b>452,823</b>	<b>(153,900)</b>	<b>1,882,823</b>	<b>50,000</b>
<b><u>SHORT TERM PROJECTS</u></b>									
<b><u>CAPITAL WORKS: SHORT TERM-ENVIRONMENTAL INITIATIVES</u></b>									
Energy Efficient St Lighting-Planning / project development	-	51,500	-	51,500	-	-	-	51,500	-
Park Lighting Energy Efficiency Upgrade	-	250,000	-	250,000	-	-	-	250,000	-
Photovoltaic systems on council assets to generate renewable energy	-	152,700	-	152,700	16,126	152,700	136,574	152,700	-
<b>TOTAL CAPITAL WORKS: SHORT TERM-ENVIRONMENTAL INITIATIVES</b>	<b>-</b>	<b>454,200</b>	<b>-</b>	<b>454,200</b>	<b>16,126</b>	<b>152,700</b>	<b>136,574</b>	<b>454,200</b>	<b>-</b>
<b><u>CAPITAL WORKS: SHORT TERM-AGED CARE</u></b>									
Residential Services Minor Improvements	-	220,000	-	220,000	21,267	50,000	28,733	220,000	-
<b>TOTAL CAPITAL WORKS: SHORT TERM-AGED CARE</b>	<b>-</b>	<b>220,000</b>	<b>-</b>	<b>220,000</b>	<b>21,267</b>	<b>50,000</b>	<b>28,733</b>	<b>220,000</b>	<b>-</b>
<b><u>CAPITAL WORKS: SHORT TERM-FAMILY &amp; CHILDREN'S SERVICES</u></b>									
Family Youth and Children's Centre upgrades	-	11,800	-	11,800	10,537	11,800	1,263	11,800	-
Replacement of FDC Equipment	-	5,000	-	5,000	4,545	5,000	455	5,000	-
<b>TOTAL CAPITAL WORKS: SHORT TERM-FAMILY &amp; CHILDREN'S SERVICES</b>	<b>-</b>	<b>16,800</b>	<b>-</b>	<b>16,800</b>	<b>15,082</b>	<b>16,800</b>	<b>1,718</b>	<b>16,800</b>	<b>-</b>

## Capital Works Program Expenditure

for period ending 31 December 2017 (continued)

Description	2017-18 Carry Forwards from 2016-17	2017-18 Adopted Annual Capital Budget	2017-18 Capital Grant Funding	2017-18 Budget Plus 2016-17 Carry Forward	2017-18 YTD Work In Progress	2017-18 YTD Forecast	2017-18 YTD Variance	2017-18 Annual Forecast Projected end of June 2018 expenditure	2017-18 Forecast Adjustments
	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
<b><u>CAPITAL WORKS: SHORT TERM-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES</u></b>									
Half Share Fencing	-	100,000	-	100,000	7,785	30,000	22,215	100,000	-
Perimeter Fencing Upgrade	-	85,000	-	85,000	78,866	85,000	6,134	85,000	-
Recreation	2,437	60,000	-	62,437	105,336	2,437	(102,899)	62,437	-
Moorleigh Village Multi-purpose Sports Training facility	-	275,000	-	275,000	9,200	-	(9,200)	275,000	-
Replacing and Reinforcing Retaining wall and Bridge	83,500	-	-	83,500	2,406	-	(2,406)	83,500	-
Public Toilet Upgrade Rolling Program	-	350,000	-	350,000	-	-	-	350,000	-
Sports Ground Lighting	-	70,000	-	70,000	28,301	35,000	6,699	70,000	-
Shade Sails Rolling Program	-	65,000	-	65,000	54,768	65,000	10,232	65,000	-
Landscape Enhancement Works-Stage 2- Walking/Running Circuit	298,491	565,000	-	863,491	6,780	-	(6,780)	863,491	-
Outdoor Fitness Stations and Instructional Signage	26,322	-	-	26,322	39,209	26,322	(12,887)	26,322	-
Elsternwick MCHC	-	-	-	-	57,593	20,000	(37,593)	137,000	137,000
<b>TOTAL CAPITAL WORKS: SHORT TERM-PUBLIC OPEN SPACES AND RECREATIONAL FACILITIES</b>	<b>410,750</b>	<b>1,570,000</b>	<b>-</b>	<b>1,980,750</b>	<b>390,244</b>	<b>263,759</b>	<b>(126,485)</b>	<b>2,117,750</b>	<b>137,000</b>
<b><u>CAPITAL WORKS: SHORT TERM-TRAFFIC MANAGEMENT</u></b>									
Parking Ticket Machines	114,000	-	-	114,000	-	-	-	114,000	-
<b>TOTAL CAPITAL WORKS: SHORT TERM-TRAFFIC MANAGEMENT</b>	<b>114,000</b>	<b>-</b>	<b>-</b>	<b>114,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>114,000</b>	<b>-</b>
<b><u>CAPITAL WORKS: SHORT TERM-BUILDING WORKS</u></b>									
Furniture & Fittings- emergency replacement	-	50,000	-	50,000	-	-	-	50,000	-
Renewal of Heating Ventilation Air Conditioning	739,911	219,000	-	958,911	576,436	89,600	(486,836)	958,911	-
Building Renewal works	193,413	2,286,000	100,000	2,579,413	145,981	141,536	(4,445)	2,579,413	-
DDA Compliant front access by Changing Ramp	-	60,000	-	60,000	-	60,000	60,000	60,000	-
ILU Refurbishment-Upgrade of carpets, bathrooms, kitchens etc.	65,195	150,000	-	215,195	-	-	-	150,195	(65,000)
IP Based high resolution video surveillance CCTV security system	-	85,000	-	85,000	-	-	-	85,000	-
Ormond Kinder Upgrade	-	67,400	-	67,400	18,128	35,000	16,872	67,400	-
New Sound System	-	20,000	-	20,000	-	20,000	20,000	20,000	-
GESAC	475,651	160,000	-	635,651	507,317	196,862	(310,455)	660,651	25,000
Public Toilet Exeloo	126,439	-	-	126,439	170,999	170,999	-	170,999	44,560
Landscaping of Early Learning Centres	-	40,000	-	40,000	11,784	15,000	3,216	40,000	-
Removal of Hazardous Material	-	85,000	-	85,000	10,455	14,000	3,545	85,000	-
Installation of swipe cards and CCTV	-	111,000	-	111,000	14,767	-	(14,767)	111,000	-
Signage Upgrade	-	100,000	-	100,000	490	30,000	29,510	100,000	-
Park gates	2,500	-	-	2,500	-	2,500	2,500	2,500	-
Property Acquisition- Neerim Road, Carnegie	-	-	-	-	383,464	361,000	(22,464)	361,000	361,000
Halley Park Scout Hall Demolishen	-	-	-	-	475	-	(475)	70,000	70,000
<b>TOTAL CAPITAL WORKS: SHORT TERM-BUILDING WORKS</b>	<b>1,603,109</b>	<b>3,433,400</b>	<b>100,000</b>	<b>5,136,509</b>	<b>1,840,296</b>	<b>1,136,497</b>	<b>(703,799)</b>	<b>5,572,069</b>	<b>435,560</b>
<b><u>CAPITAL WORKS: SHORT TERM-OTHER</u></b>									
Furniture & Fittings	-	10,000	-	10,000	-	-	-	10,000	-
Library Furniture & Fittings	-	-	-	-	6,600	-	(6,600)	-	-
Annual GESAC Plant and Equipment Replacement	-	276,000	-	276,000	250,392	147,955	(102,437)	425,000	149,000
<b>TOTAL CAPITAL WORKS: SHORT TERM-OTHER</b>	<b>-</b>	<b>286,000</b>	<b>-</b>	<b>286,000</b>	<b>256,992</b>	<b>147,955</b>	<b>(109,037)</b>	<b>435,000</b>	<b>149,000</b>
<b>TOTAL SHORT TERM PROJECTS</b>	<b>2,127,859</b>	<b>5,980,400</b>	<b>100,000</b>	<b>8,208,259</b>	<b>2,540,007</b>	<b>1,767,711</b>	<b>(772,296)</b>	<b>8,929,819</b>	<b>721,560</b>
<b>TOTAL CAPITAL WORKS EXPENDITURE</b>	<b>5,123,705</b>	<b>32,818,941</b>	<b>1,262,736</b>	<b>39,205,382</b>	<b>13,084,632</b>	<b>8,868,622</b>	<b>(4,216,010)</b>	<b>41,489,661</b>	<b>2,284,279</b>



**ITEM 9.14 SUBMISSION ON LOCAL GOVERNMENT EFFICIENCY FACTOR**

**Author:** John Vastianos (Chief Financial Officer)

**File No:** 18/18447

**Attachments:** Attachment 1: Council Submission Letter on LG Efficiency Factor

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**PURPOSE AND SUMMARY**

To seek Council's endorsement of a submission to the Essential Services Commission's (ESC) draft proposal on setting an efficiency factor as part of the Minister for Local Government's rate capping formula.

**RECOMMENDATION**

That Council endorses the submission to the Essential Services Commission as outlined in Attachment 1.

**BACKGROUND**

The 2018-19 financial year will be the third year of the rate cap (set at 2.25%). The Minister for Local Government set the previous rate caps at 2% for 2017-18 and 2.5% for 2016-17.

Each year the Minister for Local Government asks the ESC for advice on the average annual rate cap for the next financial year. The ESC includes an efficiency factor in the rate capping formula they use to advise the Minister. The ESC has released a paper to seek stakeholder feedback on the commission's proposed approach for setting an efficiency factor in the future.

The ESC has previously recommended to the Minister that the efficiency factor be set at 0% in 2016-17 and increase by 0.05% for 2017-18, and each following year, until it reaches 0.2%.

Submissions close on 14 February 2018 and will be taken into account when the final proposal of the efficiency factor will be released in March 2018.

**ISSUES AND DISCUSSION**

Councillors will be aware that Glen Eira City Council is committed to delivering good public value and to ensuring that our operations are as efficient and effective as possible. We have successfully managed our operations within the rate cap set by the Minister, with limited to no negative impact on service levels to the community. Our rates remain the second lowest in metropolitan Melbourne.

Officers welcome initiatives that help to focus the sector on continuous improvement and efficiency. We would argue however that the ESC's report provides no evidence or assurance to suggest that the mandatory application of a further .05% efficiency factor over and above the Minister's rate cap would deliver any enhancement in service outcomes or value that warrants the additional bureaucracy of monitoring and reporting on compliance.

Interestingly, a review of Council's 2017/18 financial accounts undertaken in December 2017 identified that Council had bettered the Minister's rate cap by 0.06% - in effect already

providing a further 'efficiency' dividend back to the community. It is probable that Glen Eira is not the only Council in this position.

Officers would argue that :

- there is little to no benefit in setting an efficiency factor in addition to the Minister's rate cap;
- that attempting to apply a one size fits all approach to Councils on this matter is inappropriate and does not recognise the vastly different starting positions of each Council before the introduction of the rate capping policy; and
- the long term impact of rate capping on Councils' financial sustainability is as yet untested. It would therefore be more appropriate to delay any further consideration of an efficiency factor until the impact of rate capping on asset renewal and essential service delivery can be better assessed. It is assessed that this would take at least 2 years.

It is understood that the view outlined above is one largely shared by the sector. It is also consistent with all other submissions that Glen Eira City Council has made in relation to rate capping in the past.

If, despite sector advocacy, the Essential Services Commission follows through on its intent to apply an efficiency factor in addition to the rate cap, then any introduced process should result in no additional reporting or administrative burden on Councils.

It is important to note that there is no equivalent cap on income rises, efficiency factor or efficiency dividend applied to State Government revenues.

## **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

Glen Eira's average rates and charges will continue to be the second lowest of all Metropolitan Councils in Melbourne and applying a further 'efficiency factor' will result in no material benefit to the community of Glen Eira.

## **POLICY AND LEGISLATIVE IMPLICATIONS**

- *Local Government Act 1989*

## **COMMUNICATION AND ENGAGEMENT**

The community has not been consulted on this submission, however the ESC's consultation is a public process and members of the Glen Eira community are welcome to make their own submissions.

The ESC received 21 written submissions on their original consultation paper and further feedback on the paper from a workshop held in October. Workshop participants included members of the productivity study working group and staff from councils and peak bodies that provided written submissions on the consultation paper.

## **LINK TO COUNCIL AND COMMUNITY PLAN**

Theme 5: Informed and engaged – A well governed Council that is committed to transparency and engages residents in decision-making.

**OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

**CONCLUSION**

That Council endorses the submission to the Essential Services Commission.

**ATTACHMENT 1: Submission on Local Government Efficiency Factor**

7 February 2018

Mr Andrew Chow  
Local Government Division  
Essential Services Commission  
Level 37 2 Lonsdale Street  
MELBOURNE VIC 3000

Dear Andrew

**Re: Submission on Local Government Efficiency Factor**

Thank you for the opportunity to provide a submission on your December 2017 draft proposal on setting a local government efficiency factor as part of the Minister for Local Government's annual rate cap.

By way of context, this submission does not come from a position of rejection of the principles of efficiency and effectiveness in local government service provision. Glen Eira City Council has always operated as efficiently as possible and demonstrated a commitment to delivering value to our community. Like many other Councils we have committed to a program of continuous improvement, innovation and service review, and take a long term view to our financial and asset planning. We remain the second lowest rating municipality in Melbourne, and actions forecast in our Strategic Resource Plan and 10 year asset management plan will ensure that we remain financially sustainable, despite the challenges associated with the implementation of the Government's rate capping process.

That being said, we remain of the view that:

- there is little to no benefit in setting an efficiency factor in addition to the Minister's rate cap;
- that attempting to apply a one size fits all approach to Councils on this matter is inappropriate and does not recognise the vastly different starting positions of each Council before the introduction of the rate capping policy;
- as the long term impact of rate capping on individual Councils' financial sustainability is as yet untested, it would be more appropriate to delay any further consideration of an efficiency factor until the impact of rate capping on asset renewal and essential service delivery can be better assessed. It is expected that this would take at least 2 years.
- that there should be no additional reporting or administrative burden on Councils.

It is important that the consideration of the appropriateness of an efficiency factor is done in parallel with a reflection on your own December 2017 Report – *Council Compliance with the Rate Caps for 2017-18*.

While 3 Councils were publicly named as non-compliant with the rate cap (and only 1 of those assessed as materially non-compliant), the remaining 76 Councils were assessed as compliant. Disappointingly, there was no public reporting of the extent to which those 76 Councils' average rate increases were compliant. If this had occurred, it would have been clear that a number of those 76 Councils will have already delivered a further efficiency benefit greater than the 2% cap. In Glen Eira's case for example, our average rate increase was 77c better than the rate cap of 2%. This equated to a percentage increase of 1.94% - effectively delivering a 0.06% efficiency factor.

As Glen Eira has already made clear in earlier representations to your office, it is next to impossible for a Council to achieve a perfect 2% (for example) increase to the average rate due to the number of assumptions that must be made in advance of setting the annual budget. Assumptions must be made on:

- the total amount of annualised supplementary valuations (approximately 2 months prior to year-end close);
- the total number of rateable properties (approximately 2 months prior to year-end close); and
- for Councils that apply an additional pensioner rebate (such as Glen Eira), the number of pensioners who may be eligible.

An adjustment in any of these assumptions could potentially cause non-compliance with the rate cap, or the delivery of a further efficiency. There is a need for a clear and transparent 'tolerance level' to cater for this, and a public recognition that many Councils are in fact already delivering additional efficiency without the need for a further burdensome process applied by the Essential Services Commission.

### **Other Commentary**

Your draft proposal notes that ratepayer associations did not make any submissions on this matter as part of the consultation process (p2). I suggest that this is likely because the objective of ratepayer associations in early consultations on rate capping was to achieve control in rating growth, and that this has already been achieved through the Minister's rate cap policy. There is no evidence in your paper to support the inference that they are now strongly in support of a further efficiency factor.

As far as I am aware, the rate cap formulae of 60% CPI and 40% WPI was not introduced to accommodate short term cost pressures faced by Councils (p.11) but in recognition that as service organisations CPI alone is not an appropriate measure by which to consider reasonable cost escalation. It is also unreasonable to then assert that this makes it appropriate to include an efficiency factor as an incentive for Councils to operate more efficiently in order to share efficiency gains with ratepayers. All of Council's efficiency gains are directed back into frontline service delivery, or to support upfront investment in technology and service delivery infrastructure to enhance the resident and customer experience. Unlike utility industries, to which you continue to refer, 'profit' is already channelled transparently directly back into the community through the budget process.

The inability of Councils to quantify in definite terms the impact of cost shifting from other levels of Government, including the State, should not be a reason in itself for dismissing its consideration in the setting of an efficiency factor (p.12). Much work has been done by the



sector through the Municipal Association of Victoria in quantifying cost impacts of State policies, but largely on a service by service basis (e.g. School crossing supervision). Despite this, we would welcome the opportunity to work with the ESC to better quantify the impact of cost shifting in a more transparent way.

Thank you for the opportunity to make a submission. Our CEO, Rebecca McKenzie and I would be happy to meet with you to discuss any aspect of this submission should it be helpful.

Yours sincerely

Cr Tony Athanasopoulos  
**MAYOR**

**ITEM 9.15 SUBMISSION - PROPOSED PLANNING CONTROLS FOR THE DEVELOPMENT OF RESIDENTIAL AGED CARE FACILITIES**

**Author:** Aidan Mullen, Manager City Futures

**File No:** 18/120888

**Attachments:** 1. Glen Eira City Council's submission on the Draft Particular Provision on Residential Aged Care Facilities

*Residential aged care facilities*

(available at: <https://www.planning.vic.gov.au/policy-and-strategy/planning-reform/residential-aged-care-facilities>)

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**PURPOSE AND SUMMARY**

The Minister for Planning has asked The Department of Environment, Land, Water and Planning (DELWP) to reform existing planning controls to support a more streamlined approach to developing residential aged care facilities (RACF). DELWP is now seeking feedback on the proposed planning control, the Draft Residential Aged Care Particular Provision.

After considering the consultation feedback, the Minister for Planning may decide to amend the Victoria Planning Provisions and all planning schemes by approving a planning scheme amendment based on this consultation process and without further public notice. This report provides a draft submission to DELWP for Council to endorse.

**RECOMMENDATION**

That Council:

1. Endorses the attached submission made in relation to the State Government's Proposed Planning Controls for the Development of Residential Aged Care Facilities.
2. Forwards the attached submission to DELWP by 16 February 2018.

**BACKGROUND**

The Minister for Planning has requested the Department of Environment, Land, Water and Planning to prepare draft changes to the Victoria Planning Provisions (VPPs). The VPPs are the set of standard provisions for planning schemes in Victoria.

The proposed draft changes are to support appropriately designed and located residential aged care facilities developed in established residential areas to cater for an ageing population.

Reforms are proposed to the Victorian Planning Provisions (VPPs) and these are outlined in the Issues and Discussion section below.

**ISSUES AND DISCUSSION**

The following reforms are proposed to the VPPs and all planning schemes:

- At Clauses 74 and 75, relocate the definition of 'Residential aged care facility' from under 'Residential Building' to under 'Accommodation' and remove 'Nursing home' as a defined use.
- Introduce a new RACF focused Particular Provision at Clause 52 (the draft provision).

The attached submission outlines the main points for consideration, these relate to:

- Preferred Location
- Building Heights
- Car Parking
- Site Coverage
- Clause Wording
- Exemption From Notice and Review
- Front Setbacks

### **FINANCIAL, RESOURCE AND ASSET MANAGEMENT IMPLICATIONS**

Nil

### **POLICY AND LEGISLATIVE IMPLICATIONS**

DELWP may introduce amendments to the state sections of planning schemes, including the Glen Eira Planning Scheme. This provision would guide decision making for residential aged care within the municipality.

### **COMMUNICATION AND ENGAGEMENT**

There is no direct communication or engagement required as part of this report.

### **LINK TO COUNCIL AND COMMUNITY PLAN**

Theme One: Liveable and Well Designed:

A well planned City is a great place to live

### **OFFICER DECLARATION OF CONFLICT OF INTEREST**

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

### **CONCLUSION**

The Draft Residential Aged Care Particular Provision has the potential to allow for more efficient delivery of well-designed and located residential aged care facilities throughout Victoria if implemented by State Government. In our view, provisions that streamline the process and facilitate the delivery of RAC facilities should be supported. However, consideration must be given to the items outlined in Council's submission relating to: preferred location, building heights, car parking, site coverage, clause wording, exemption from notice and review and front setbacks. It is recommended that the attached submission be endorsed and submitted to DELWP for consideration.



GLEN EIRA CITY COUNCIL

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**Submission in response to proposed planning controls for the  
development of residential aged care facilities**  
JANUARY 2018

BENTLEIGH  
BENTLEIGH EAST  
BRIGHTON EAST  
CARNEGIE  
CAULFIELD  
ELSTERNWICK  
GARDENVALE  
GLEN HUNTLY  
MCKINNON  
MURRUMBEENA  
ORMOND  
ST KILDA EAST



# Submission in response to proposed planning controls for the development of residential aged care facilities

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## INTRODUCTION

Glen Eira City Council thanks DELWP for the opportunity to provide feedback to the consultation process for changes to planning controls for residential aged care facilities (RACF). Council agrees that changes need to be made to allow more efficient delivery of well-designed and located residential aged care facilities throughout Victoria.

## PREFERRED LOCATION

Council agrees with retaining the requirement for a planning permit for the buildings and works component of a RACF proposal, however there is a concern with the proposed maximum height control (which can be increased with a planning permit), particularly in minor streets that are not in close proximity to public transport. Glen Eira, through its Aged Persons Housing Policy at Clause 22.10 and Activity Centre, Housing and Local Economy Strategy (July 2017) has a strong policy preference for locating RACFs in activity centres and in close proximity to public transport and other services including shops and open space. These are the logical places for RACFs to be provided to ensure residents, staff and visitors have access to a range of services. Should the provision be progressed, it is suggested that a preferred location section be included for decision making guidance.

## BUILDING HEIGHTS

The maximum allowable building height for a RACF should be tied to the mandatory building height within each residential zone. For example, a RACF with a height of 13.5 metres would not be appropriate in the Neighbourhood Residential Zone where we have heard from the community that a building that exceeds the prevailing building height is not a preferable neighbourhood character outcome.

## CAR PARKING

The proposed car parking rate of 0.3 spaces per lodging room is considered acceptable if the proposed RACF is located within an activity centre or on a tram route to allow staff and visitors convenient public transport access to the site. Council objects to the car parking requirement of 0.3 spaces per lodging room if the proposal is located outside of an activity centre.

## SITE COVERAGE

The proposed site coverage of 80%, including a driveway, pedestrian path and area set aside for car parking is considered acceptable. This should be a mandatory maximum requirement and it should not be allowed to be varied via a planning permit. It is also considered appropriate that a minimum requirement for permeable surfaces should also be proposed to ensure that the remaining area is not entirely paved.

## CLAUSE WORDING

Clause 52.XX states a list of requirements that must be met at Clause 52.XX-3, which implies these requirements are mandatory, however a planning permit can be approved to vary these requirements under Clause 52.XX-4. While the intent of both sub-clauses is understood, the use of the word 'must' implies mandatory controls.

## EXEMPTION FROM NOTICE AND REVIEW

The draft provision at Clause 52.XX-6 proposes to exempt notice of an application being given if all requirements listed in the draft provision are met. Council encourages DELWP to review this exemption as it removes the ability for neighbouring properties to have their say.

## FRONT SETBACKS

Compliance with the ResCode front setback requirements is considered appropriate. However if a port cochere (which could have a width of 6-7m) is an allowable encroachment, this could result in a very limited front setback of the building. It is therefore not considered appropriate to exempt a port cochere from the front setback requirements.

**10. URGENT BUSINESS**

**11. ORDINARY BUSINESS**

**11.1 Requests for reports from Officers**

**11.2 Right of reply**

**11.3 Councillor questions**

**11.4 Public questions to Council**



**12. CONSIDERATION OF ITEMS IN CAMERA**

There were no confidential items submitted to this meeting.

**13. CLOSURE OF MEETING**