



**GREATER
DANDENONG**
City of Opportunity

MINUTES

COUNCIL MEETING

MONDAY, 28 MARCH 2022
Commencing at 7:00 PM

COUNCIL CHAMBERS
225 Lonsdale Street, Dandenong VIC 3175

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE NO
1	MEETING OPENING	9721
1.1	ATTENDANCE	9721
1.2	ACKNOWLEDGEMENT OF TRADITIONAL OWNERS OF THE LAND	9721
1.3	OFFERING OF PRAYER	9722
1.4	CONFIRMATION OF MINUTES OF PREVIOUS MEETING	9722
1.5	DISCLOSURES OF INTEREST	9723
1.6	ADOPTION OF AUDIT AND RISK COMMITTEE MEETING MINUTES	9724
2	OFFICERS' REPORTS - PART ONE	9726
2.1	DOCUMENTS FOR SEALING	9726
2.1.1	Documents for Sealing	9726
2.2	DOCUMENTS FOR TABLING	9731
2.2.1	Documents for Tabling	9731
2.2.2	Petitions and Joint Letters	9733
2.3	STATUTORY PLANNING APPLICATIONS	9741
2.3.1	Planning Decisions Issued by Planning Minister's Delegate - February 2022	9741
2.3.2	Planning Delegated Decisions Issued - February 2022	9744
2.3.3	Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308)	9754
2.3.4	Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)	9788
3	QUESTION TIME - PUBLIC	9871
4	OFFICERS' REPORTS - PART TWO	9880

4.1	POLICY AND STRATEGY	9880
4.1.1	Draft Councillor Contact with Developers, Submitters & Lobbyists	9880
4.1.2	Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project	9895
4.2	OTHER	10140
4.2.1	Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022	10140
4.2.2	Draft Minutes of Arts Advisory Board Meeting - 15 February 2022	10149
4.2.3	Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022	10159
4.2.4	List of Registered Correspondence to Mayor and Councillors	10165
4.3	CONTRACTS	10169
4.3.1	Contract No. 2122-11Q Council Buildings Cleaning Services	10169
5	NOTICES OF MOTION	10184
6	REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS	10185
7	URGENT BUSINESS	10212

1 MEETING OPENING

1.1 ATTENDANCE

Apologies

Cr Jim Memeti, Mayor
Cr Sean O'Reilly
Cr Sophie Tan

Councillors Present

Cr Eden Foster, Deputy Mayor (Chairperson)

Cr Tim Dark, Cr Lana Formoso, Cr Rhonda Garad (virtual), Cr Richard Lim OAM, Cr Angela Long, Cr Bob Milkovic, Cr Loi Truong.

Officers Present

John Bennie PSM, Chief Executive Officer, Craig Cinquegrana, Acting Director Business, Engineering and Major Projects, Jody Bosman, Director City Planning, Design and Amenity, Jim Davine, Acting Director Community Services, Kylie Sprague, Executive Manager Communications and Customer Service, Michelle Hansen, Executive Manager Finance and Information Technology, Lisa Roberts, Manager Governance.

1.2 ACKNOWLEDGEMENT OF TRADITIONAL OWNERS OF THE LAND

Council acknowledges the Traditional Owners and Custodians of this land, the Bunurong people and pay our respects to their Elders past, present and emerging while also recognising their deep and continuing connections to climate, culture and country.

We also pay our respect to all Aboriginal and Torres Strait Islander peoples and their Elders and acknowledge their journey.

1.3 OFFERING OF PRAYER

Cr Lana Formoso read the following prayer provided prior to the meeting by Mr Jasbir Singh Suropada from the Sikh Community, a member of the Greater Dandenong Interfaith Network.

" He conquers death and subdues the desires of his mind; the Immaculate Name abides deep within him. Night and day, he remains awake and aware; he never sleeps, and he intuitively drinks in the Ambrosial Nectar. His speech is sweet, and his words are nectar; night and day, he sings the Glorious Praises of the Lord. He dwells in the home of his own self, and appears beautiful forever; meeting him, Nanak finds peace. The wealth of the Lord is a jewel, a gem; the Guru has caused the Lord to grant that wealth of the Lord. If someone sees something, he may ask for it; or, someone may cause it to be given to him. But no one can take a share of this wealth of the Lord by force. He alone obtains a share of the wealth of the Lord, who is blessed by the Creator with faith and devotion to the True Guru, according to his pre-ordained destiny. No one is a shareholder in this wealth of the Lord, and no one owns any of it. It has no boundaries or borders to be disputed. If anyone speaks ill of the wealth of the Lord, his face will be blackened in the four directions. No one's power or slander can prevail against the gifts of the Lord; day by day they continually, continuously increase."

1.4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Meeting of Council held 15 March 2022.

Recommendation

That the minutes of the Meeting of Council held 15 March 2022 be confirmed.

MINUTE 409

Moved by: Cr Angela Long

Seconded by: Cr Tim Dark

That the minutes of the Meeting of Council held 15 March 2022 be confirmed.

CARRIED

1.5 DISCLOSURES OF INTEREST

Cr Tim Dark disclosed a Direct Material Conflict of Interest of a Non-Pecuniary nature (s 128) in Item No. 4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project, as he is a member of the Melbourne Racing Club. Cr Tim Dark left the Chamber prior to discussion and voting on this item.

1.6 ADOPTION OF AUDIT AND RISK COMMITTEE MEETING MINUTES

The Audit and Risk Committee held a meeting on 4 March 2022. Minutes of this meeting are presented to Council for adoption.

Recommendation

That the unconfirmed minutes of the Audit and Risk Committee meeting held on 4 March 2022 be adopted.

Item	Topic
1	The Risk Management report was tabled to the Committee providing an update on several aspects of risk, including the status of Council's insurances and claims.
2	Reports were provided to the Audit and Risk Committee on the Fraud & Corruption Control Plan, Gender Equity Action Plan, Workforce Plan, Outstanding Annual Leave Liabilities and the CEO Employment and Remuneration Policy.
3	Council tabled to the Committee its Financial Performance Report to the period ending 31 December 2021.
4	A report was tabled on the Dandenong Market's Half Yearly Performance.
5	Council's Internal Auditor Crowe presented a status update on the Internal Audit program, which included a progress report and a summary of recent reports and publications which may have an impact on local government. Crowe tabled an Internal Audit Report on a review of the transition to South East Leisure.
6	The Audit and Risk Committee considered their upcoming self-assessment for 2022.

1.6 ADOPTION OF AUDIT AND RISK COMMITTEE MEETING MINUTES (Cont.)

MINUTE 410

Moved by: Cr Lana Formoso

Seconded by: Cr Loi Truong

That the unconfirmed minutes of the Audit and Risk Committee meeting held on 4 March 2022 be adopted.

Item	Topic
1	The Risk Management report was tabled to the Committee providing an update on several aspects of risk, including the status of Council's insurances and claims.
2	Reports were provided to the Audit and Risk Committee on the Fraud & Corruption Control Plan, Gender Equity Action Plan, Workforce Plan, Outstanding Annual Leave Liabilities and the CEO Employment and Remuneration Policy.
3	Council tabled to the Committee its Financial Performance Report to the period ending 31 December 2021.
4	A report was tabled on the Dandenong Market's Half Yearly Performance.
5	Council's Internal Auditor Crowe presented a status update on the Internal Audit program, which included a progress report and a summary of recent reports and publications which may have an impact on local government. Crowe tabled an Internal Audit Report on a review of the transition to South East Leisure.
6	The Audit and Risk Committee considered their upcoming self-assessment for 2022.

CARRIED

2 OFFICERS' REPORTS - PART ONE

2.1 DOCUMENTS FOR SEALING

2.1.1 Documents for Sealing

File Id:	A2683601
Responsible Officer:	Manager Governance

Report Summary

Under the Victorian Local Government Act, each Council is a body corporate and a legal entity in its own right. Each Council must therefore have a common seal (like any corporate entity) that is an official sanction of that Council.

Sealing a document makes it an official document of Council as a corporate body. Documents that require sealing include agreements, contracts, leases or any other contractual or legally binding document that binds Council to another party.

Recommendation Summary

This report recommends that the listed documents be signed and sealed.

2.1.1 Documents for Sealing (Cont.)

Item Summary

There are eight [8] items being presented to Council's meeting of 28 March 2022 for signing and sealing as follows:

1. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Building Act 1993*, the *Country Fire Authority Act 1958*, the *Domestic Animals Act 1994*, the *Environment Protection Act 2017*, the *Fire Rescue Victoria Act 1958* formerly known as the *Metropolitan Fire Brigades Act 1958*, the *Food Act 1984*, the *Heritage Act 2017*, the *Housing Act 1983*, the *Impounding of Livestock Act 1994*, the *Infringements Act 2006*, the *Land Acquisition and Compensation Act 1986*, the *Planning and Environment Act 1987*, the *Public Health and Wellbeing Act 2008*, the *Residential Tenancies Act 1997*, the *Road Management Act 2004*, the *Road Safety Act 1986*, the *Sex Work Act 1994*, the *Subdivision Act 1988*, the *Summary Offences Act 1966*, the *Tobacco Act 1987*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This amended instrument enables the following Council officers to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:
 - Johannes Jacobus Bosman (known as Jody Bosman)
 - Brett Jackson;

2. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Building Act 1993*, the *Country Fire Authority Act 1958*, the *Environment Protection Act 2017*, the *Fire Rescue Victoria Act 1958* formerly known as the *Metropolitan Fire Brigades Act 1958*, the *Food Act 1984*, the *Housing Act 1983*, the *Infringements Act 2006*, the *Planning and Environment Act 1987*, the *Public Health and Wellbeing Act 2008*, the *Residential Tenancies Act 1997*, the *Sex Work Act 1994*, the *Subdivision Act 1988*, the *Summary Offences Act 1966*, the *Tobacco Act 1987*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This amended instrument enables the following Council officer to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:
 - Edward James Thorley (known as Jamie Thorley);

2.1.1 Documents for Sealing (Cont.)

3. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Domestic Animals Act 1994*, the *Environment Protection Act 2017*, the *Impounding of Livestock Act 1994*, the *Infringements Act 2006*, the *Planning and Environment Act 1987*, the *Public Health and Wellbeing Act 2008*, the *Residential Tenancies Act 1997*, the *Road Management Act 2004*, the *Road Safety Act 1986*, the *Summary Offences Act 1966*, the *Tobacco Act 1987*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This amended instrument enables the following Council officer to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:
 - Luke Mullen;

4. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Building Act 1993*, the *Country Fire Authority Act 1958*, *Domestic Animals Act 1994*, the *Environment Protection Act 2017*, the *Fire Rescue Victoria Act 1958* formerly known as the *Metropolitan Fire Brigades Act 1958*, the *Food Act 1984*, the *Impounding of Livestock Act 1994*, the *Infringements Act 2006*, the *Planning and Environment Act 1987*, the *Public Health and Wellbeing Act 2008*, the *Residential Tenancies Act 1997*, the *Road Management Act 2004*, the *Road Safety Act 1986*, the *Sex Work Act 1994*, the *Subdivision Act 1988*, the *Summary Offences Act 1966*, the *Tobacco Act 1987*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This amended instrument enables the following Council officer to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:
 - Rebecca Goddard;

5. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Environment Protection Act 2017*, the *Planning and Environment Act 1987*, the *Public Health and Wellbeing Act 2008*, the *Road Management Act 2004*, the *Road Safety Act 1986*, the *Sex Work Act 1994*, the *Subdivision Act 1988*, the *Summary Offences Act 1966*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the

2.1.1 Documents for Sealing (Cont.)

provisions and enactments described. This amended instrument enables the following Council officers to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:

- David Boyde
- Stewart Mala
- Clint Martin
- Justin Richardson
- Julie Stamper;

6. An amended instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Environment Protection Act 2017*, the *Heritage Act 2017*, the *Infringements Act 2006*, the *Land Acquisition and Compensation Act 1986*, the *Planning and Environment Act 1987*, the *Road Management Act 2004*, the *Road Safety Act 1986*, the *Sex Work Act 1994*, the *Subdivision Act 1988*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989* and the *Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This amended instrument enables the following Council officers to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:

- Agus Batara
- Janelle Batiller
- Jane Brodie
- Darcy Canter
- Antonio Casciere
- Rachel Diamond
- Ceinwen Gould
- Yiota Govaars
- Jessica Harrison
- Stephanie Karras
- Katherine Kwong
- Tran Ly
- Kym McClimont
- James Mitchell
- Emma Mydaras
- Andrea Pearson
- Nadine Robinson

2.1.1 Documents for Sealing (Cont.)

- Zach Ryan
 - Olivia Shuman
 - Richard Stevenson
 - William Stewart
 - Nicole Van Velzen
 - Warren Wood
 - Darren Wilson;
7. An Instrument of Appointment of Authorised Officer under the provisions of the *Local Government Act 1989*, the *Local Government Act 2020*, the *Heritage Act 2017*, the *Infringements Act 2006*, the *Land Acquisitions and Compensation Act 1986*, the *Planning and Environment Act 1987*, the *Sex Work Act 1994*, the *Subdivisions Act 1988*, the *Victorian Civil and Administrative Tribunal Act 1998* and the Regulations made under each of those Acts; the Local Laws made under the *Local Government Act 1989 and the Local Government Act 2020*; and any other Act, Regulation or delegated legislation (including the Greater Dandenong Planning Scheme) which relates to the powers of the Council made under the provisions and enactments described. This instrument enables the following Council officer to carry out the statutory responsibilities of the above Acts and is subject to policy and delegations previously adopted by Council:
- Claire O’Garey; and
8. A lease (5-year term) between Greater Dandenong City Council (Lessee) and GPT Finds Management Limited (Lessor) for Shop L01 A07 at Parkmore Shopping Centre.

Recommendation

That the listed documents be signed and sealed.

MINUTE 411

Moved by: Cr Angela Long
Seconded by: Cr Richard Lim OAM

That the listed documents be signed and sealed.

CARRIED

2.2 DOCUMENTS FOR TABLING

2.2.1 Documents for Tabling

File Id: qA228025
Responsible Officer: Manager Governance

Report Summary

Council receives various documents such as annual reports and minutes of committee meetings that deal with a variety of issues that are relevant to the City.

These reports are tabled at Council Meetings and therefore brought to the attention of Council.

Recommendation Summary

This report recommends that the listed items be received.

2.2.1 Documents for Tabling (Cont.)

List of Reports

Author	Title
Wellsprings for Women	New Strategic Plan 2021-2026
Department of Health	Food Safety Annual Report 2020-2021

A copy of each report is made available at the Council meeting or by contacting the Governance Unit on telephone 8571 5235.

Recommendation

That the listed items be received.

MINUTE 412

Moved by: Cr Loi Truong
Seconded by: Cr Richard Lim OAM

That the listed items be received.

CARRIED

2.2.2 Petitions and Joint Letters

File Id:	qA228025
Responsible Officer:	Manager Governance
Attachments:	Petitions and Joint Letters

Report Summary

Council receives a number of petitions and joint letters on a regular basis that deal with a variety of issues which have an impact upon the City.

Issues raised by petitions and joint letters will be investigated and reported back to Council if required.

A table containing all details relevant to current petitions and joint letters is provided in Attachment 1. It includes:

1. the full text of any petitions or joint letters received;
2. petitions or joint letters still being considered for Council response as pending a final response along with the date they were received; and
3. the final complete response to any outstanding petition or joint letter previously tabled along with the full text of the original petition or joint letter and the date it was responded to.

Note: On occasions, submissions are received that are addressed to Councillors which do not qualify as petitions or joint letters under Council's current Governance Rules. These are also tabled.

2.2.2 Petitions and Joint Letters (Cont.)

Petitions and Joint Letters Tabled

Council received one petition update, one new petition and no joint letters prior to the Council Meeting of 28 March 2022.

- A petition was received from 10 residents of Royal Avenue, Springvale requesting Dandenong Council to provide better sewerage/drainage for Royal Avenue residents. This petition has been forwarded to the relevant Council Business Unit/s for action.

N.B: Where relevant, a summary of the progress of ongoing change.org petitions and any other relevant petitions/joint letters/submissions will be provided in the attachment to this report.

Recommendation

That this report and Attachment be received and noted.

MINUTE 413

Moved by: Cr Angela Long

Seconded by: Cr Lana Formoso

That this report and Attachment be received and noted.

CARRIED

2.2.2 Petitions and Joint Letters (Cont.)

DOCUMENTS FOR TABLING

PETITIONS AND JOINT LETTERS

ATTACHMENT 1

PETITIONS AND JOINT LETTERS

PAGES 6 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 1000.

2.2.2 Petitions and Joint Letters (Cont.)

Date Received	• Petition Text (Prayer)	No. of Petitioners	Status	Responsible Officer Response
22/02/22	<p>PETITION: CONCEPT DESIGN OF THE DANDENONG COMMUNITY HUB</p> <p>So that the Dandenong Community Hub is successful and well used, Dandenong residents request Greater Dandenong Council to revise the concept design that has been exhibited to:</p> <p>a) put children's services including children's services playgrounds on the ground floor so children can experience the earth and so that it is a facility that parents want to send their children to</p> <p>b) expand the public playground to be at least the same size as the Keysborough South Community Hub and Springvale Community Hub playgrounds so it is a successful drawcard for visitors to the Dandenong Community Hub and Dandenong Market</p> <p>c) leave the cafe and community lounge on the ground floor so it interfaces with the public playground</p> <p>and to achieve this by using more of the publicly owned land available on the site bordered by Clow St, Stuart St, King St and Sleeth Avenue.</p> <p>It should be noted that this petition was previously tabled at the 29 November 2021 Council Meeting with 238 signatures. A detailed response was sent from the relevant business unit to the head petitioner on 16 December 2021.</p> <p>Petition Re-tabled at CM 28/03/2022 Responsible officer: Director Community Services.</p>	<p>238 (as at 14/12/21)</p> <p>Further 70 (as at 22/02/22)</p> <p>Further 108 (as at 10/03/22)</p>	<p>In progress</p>	<p>Tabled at CM 29/11/21</p> <p>Responsible Officer: Director Community Services</p> <p>Response sent 16/12/21</p> <p>(Re)Tabled at CM 28/02/22</p> <p>Responsible Officer: Director Community Services</p> <p>Response sent to the head petitioner 2/03/22 RE: Petition regarding revision of the Dandenong Community Hub Concept Design</p> <p>I write to acknowledge receipt of a petition from a further 70 proponents requesting the Greater Dandenong Council to revise the concept design that has been exhibited to:</p> <p>(a) put children's services including children's services playgrounds on the ground floor so children can experience the earth and so that it is a facility that parents want to send their children to.</p> <p>(b) expand the public playground to be at least the same size as the Keysborough South Community Hub and Springvale Community Hub playgrounds so it is a successful drawcard for visitors to the Dandenong Community Hub and Dandenong Market</p> <p>(c) leave the cafe and community lounge on the ground floor so it interfaces with the public playground; and</p> <p>(d) to achieve this by using more of the publicly owned land available on the site bordered by Clow St, Stuart St, King St and Sleeth Avenue.</p>

If the details of the attachment are unclear, please contact Governance on 8571 1000.

2.2.2 Petitions and Joint Letters (Cont.)

Date Received	Petition Text (Prayer)	No. of Petitioners	Status	Responsible Officer Response
	<ul style="list-style-type: none"> Petition Text (Prayer) 			<p>The petition's additional proponents were tabled at the Council Meeting on Monday 28 February 2022.</p> <p>Consultation and engagement concerning the draft Dandenong Community Hub concept design was undertaken from Monday 27 September to Monday 25 October 2021 to seek feedback on the draft concept plans. During this period:</p> <ul style="list-style-type: none"> Council's online 'Have your say' consultation portal received 49 respondents 140 submissions were received via email. Three community workshops were held online involving 17 participants. Our consultation conducted 16 interviews. And met with 2 Advisory Committees of Council. <p>Based on this consultation feedback, amendments were made to the concept designs and include:</p> <ul style="list-style-type: none"> Enlarging the proposed community kitchen on the ground floor. Provision of storage in community meeting rooms. Relocation of Maternal and Child Health to the ground floor – to improve childcare and kindergarten facilities on the first floor. Relocation of early years kitchen and support facilities on the first floor. Provision of an internal upstairs foyer for traffic control for arriving and departing parents.

If the details of the attachment are unclear, please contact Governance on 8571 1000.

2.2.2 Petitions and Joint Letters (Cont.)

Date Received	Petition Text (Prayer)	No. of Petitioners	Status	Responsible Officer Response
	<ul style="list-style-type: none"> Petition Text (Prayer) 			<ul style="list-style-type: none"> Relocation of existing lift within the building. The inclusion of a raised platform/stage in the active studio. Reduction of the administrative space occupied by centre management. Removal of the 'gallery space' in the Hub foyer. Relocation of central stairwell to improve traffic control and security. Enlargement of childcare/kindergarten facilities and integration of licensed outdoor space. <p>The results of consultation: amended concept plans and draft business case were presented to Council for their review at a Councillor briefing session on Monday 6 December 2021.</p> <p>As an action from the Monday 6 December 2021 CBS, Council requested additional work be undertaken to further test alternative building layouts. Alternative layouts would ensure that final concept plans reflect the best possible outcomes for the Dandenong community.</p> <p>The alternative layouts requested that the consultants consider spatial allocation requirements for a one-level building on the identified site, and also revisit a double story building with early years services on the ground floor.</p> <p>The alternative layouts, draft concept plans and business case for Dandenong Community hub are currently due to be presented again at a Councillor briefing session in March of 2022.</p>

If the details of the attachment are unclear, please contact Governance on 8571 1000.

2.2.2 Petitions and Joint Letters (Cont.)

Date Received	Petition Text (Prayer)	No. of Petitioners	Status	Responsible Officer Response
11/03/22	<p>• PETITION TO HAVE BETTER DRAINAGE/SEWERAGE SYSTEMS</p> <p>Due to heavy rain, we of Royal Avenue, Springvale 3171 request to have better drainage system for our street. The heavy rain has caused flooding to all the addresses mentioned below. The current drainage system cannot cope with heavy rain and we wish to have some action to be taken by the council.</p> <p>We the undersigned are concerned citizens who urge our leaders to act now to provide better sewage/drainage for Royal Avenue residents. Thanks.</p>	10	New	<p>Tabled at CM 28/03/2022</p> <p>Responsible Officer: Director Business, Engineering & Major Projects.</p> <p>Acknowledgement letter sent 15/03/2022 to Mr R Nguyen, the first signatory.</p>

If the details of the attachment are unclear, please contact Governance on 8571 1000.

2.2.2 Petitions and Joint Letters (Cont.)

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If the details of the attachment are unclear, please contact Governance on 8571 1000.

2.3 STATUTORY PLANNING APPLICATIONS

2.3.1 Planning Decisions Issued by Planning Minister's Delegate - February 2022

File Id:	qA280444
Responsible Officer:	Director City Planning Design & Amenity
Attachments:	Planning Declared Area Delegated Decisions – February 2022

Report Summary

This report provides Council with an update on the exercise of delegation by Planning Minister's delegate.

It provides a listing of Town Planning applications that were either decided or closed under delegation or withdrawn by applicants in February 2022.

It should be noted that where permits and notices of decision to grant permits have been issued, these applications have been assessed as being generally consistent with the Planning Scheme and Council's policies.

Application numbers with a PDA#.01 or similar, are applications making amendments to previously approved planning permits.

Recommendation

That the items be received and noted.

MINUTE 414

Moved by: Cr Angela Long
Seconded by: Cr Richard Lim OAM

That the items be received and noted.

CARRIED

2.3.1 Planning Decisions Issued by Planning Minister's Delegate - February 2022 (Cont.)

REPORT

28 March 2022

Statutory Planning Applications

STATUTORY PLANNING APPLICATIONS

**PLANNING DECISIONS ISSUED BY PLANNING MINISTER'S
DELEGATE – FEBRUARY 2022**

ATTACHMENT 1

**PLANNING DECLARED AREA
DELEGATED DECISIONS -
FEBRUARY 2022**

PAGES 2 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

Page 1

2.3.1 Planning Decisions Issued by Planning Minister's Delegate - February 2022 (Cont.)

City of Greater Dandenong

PDA Delegated Decisions Issued 01/02/2022 to 28/02/2022

Application ID	PropertyAddress	Applicant	Description	Notes	Authority	Decision	Decision Notified	Ward
PDA21/0002	15 King Street DANDENONG VIC 3175	Urbis Pty Ltd	Multi Dwelling Development x 15 (4 levels)	Residential Growth Zone 1, 699sqm	Delegate	NOD	03/02/2022	Cleeland
Total :								1

01/03/2022

1

LNICHO

2.3.2 Planning Delegated Decisions Issued - February 2022

File Id:	qA280
Responsible Officer:	Director City Planning Design & Amenity
Attachments:	Planning Delegated Decisions Issued – February 2022

Report Summary

This report provides Council with an update on the exercise of delegation by Council officers.

It provides a listing of Town Planning applications that were either decided or closed under delegation or withdrawn by applicants in February 2022.

It should be noted that where permits and notices of decision to grant permits have been issued, these applications have been assessed as being generally consistent with the Planning Scheme and Council's policies.

Application numbers with a PLA#, PLN#.01 or similar, are applications making amendments to previously approved planning permits.

The annotation 'SPEAR' (Streamlined Planning through Electronic Applications and Referrals) identifies where an application has been submitted electronically. SPEAR allows users to process planning permits and subdivision applications online.

Recommendation

That the items be received and noted.

MINUTE 415

Moved by: Cr Angela Long

Seconded by: Cr Lana Formoso

That the items be received and noted.

CARRIED

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

REPORT

28 March 2022

Statutory Planning Applications

STATUTORY PLANNING APPLICATIONS

**PLANNING DELEGATED DECISIONS ISSUED -
FEBRUARY 2022**

ATTACHMENT 1

**PLANNING DELEGATED
DECISIONS ISSUED -
FEBRUARY 2022**

PAGES 9 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

Page 1

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

City of Greater Dandenong

Planning Delegated Decisions Issued from 01/02/2022 to 28/02/2022

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLA21/0086	PinAppAmd	No	15 Frankston Dandenong Road DANENONG SOUTH VIC 3175	PX Wholesales Pty Ltd	AMENDMENT RECEIVED: Buildings and Works (Signage) PLN14/0263	Amend permit to allow existing signage to be retained	Delegate	AmendPerm	03/02/2022	Dandenong
PLA21/0613	PinAppAmd	No	78-84 Thomas Murrell Crescent DANENONG SOUTH VIC 3175	Fullon Hogan Quarries Pty Ltd	AMENDMENT TO: Use and development of the land for materials recycling (reclaimed asphalt processing facility) and reduction to the number of car spaces required (PLN13/0410)	Amend permit preamble to remove 'reclaimed asphalt processing facility'	Applicant	Withdrawn	10/02/2022	Dandenong
PLA21/0615	PinAppAmd	No	1/6-12 Ajiffa Avenue DANENONG VIC 3175	Stephen D'Andrea Pty Ltd	AMENDMENT TO: Buildings and Works (Mezzanine Floor) (PLN15/0302)	Amendment to endorsed plans to reflect what was constructed on the site and allow reduction in car parking requirements	Applicant	Withdrawn	10/02/2022	Cleland
PLA21/0617	PinAppAmd	No	201/134 Logis Boulevard DANENONG SOUTH VIC 3175	Pomeroy Pacific Pty Ltd	AMENDMENT TO: Mixed Use Development (PLN16/0046)	Amend permit preamble to remove the reference to use of the land for a restricted recreational facility (gym) and amend endorsed plans	Delegate	AmendPerm	28/02/2022	Dandenong
PLA21/0630	PinAppAmd	No	176-180 Stud Road DANENONG NORTH VIC 3175	R Dunlop	AMENDMENT TO: Use and development of the land for a Car Park and alteration of access to a Road Zone Category 1 road	Delete permit condition 3.9 relating to tree retention and tree protection zone requirements	Applicant	Withdrawn	15/02/2022	Dandenong North
EANTOS					1				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLA21/0637	PinAppAmd	No	108-166 Bayless Road DANDENONG SOUTH VIC 3175	Saita Properties (Lyndhurst) Pty Ltd	AMENDMENT TO: Development of the land for one (1) warehouse and reduction in the car parking requirements (PLN21/0471)	Amend endorsed plans to allow various changes relating to operational and layout requirements	Delegate	AmendPerm	09/02/2022	Dandenong
PLA21/0640	PinAppAmd	No	28-32 Arctic Court KEYSBOROUGH VIC 3173	Town Planning & Co.	AMENDMENT TO: Use of the land for Industry (Pet Food Production – Stage 1) (PLN21/0069)	Delete permit condition 1.2 relating to acoustic barrier and amend endorsed plans	Delegate	AmendPerm	21/02/2022	Keysborough South
PLA22/0013	PinAppAmd	No	9 Gerard Street DANDENONG VIC 3175	J Joyner	Amendment to PLN20/0514 issued for the development of the land for one (1) double storey dwelling to the rear of an existing dwelling, and construct and carry out works to the existing dwelling, to allow for buildings and works	Amend endorsed plans regarding Condition 1.1 by Order issued by VCAT relating to bedroom 2 of dwelling 2	Delegate	AmendPerm	28/02/2022	Cleveland
PLN20/0074	PinApp	No	77 Ann Street DANDENONG VIC 3175	Y Zhou	Development of the land for five (5) double storey dwellings	General Residential 1 Zone, 1115sqm	Delegate	NOD	10/02/2022	Cleveland
PLN20/0417	PinApp	No	1/9 Leonard Avenue NOBLE PARK VIC 3174	WillBen Construction	Development of the land for six (6) double-storey dwellings	Residential Growth 2 Zone, 935sqm	Delegate	PlanPermit	10/02/2022	Noble Park
EANTOS					2				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN20/0476	PinApp	No	1/13 Elliott Road DANDENONG SOUTH VIC 3175	S Kroyherr	Use of the land for Materials Recycling and Car Sales and to reduce the car parking requirements	Industrial 1 Zone	Delegate	PlanPermit	10/02/2022	Dandenong
PLN20/0564	PinApp	No	36 Watson Road NOBLE PARK NORTH VIC 3174	Dimitrios & Joana Anagnostov	Development of the land for two (2) double storey dwellings	Neighbourhood Residential 1 Zone, 541 sqm	Delegate	PlanPermit	24/02/2022	Noble Park North
PLN21/0218	PinApp	No	15-29 Coomoora Road SPRINGVALE SOUTH VIC 3172	Development Victoria	Development of the land to construct 2 or more dwellings on a lot (47 dwellings) in a Special Building Overlay	Neighbourhood Residential 1 Zone, 24060sqm	Delegate	PlanPermit	18/02/2022	Keilorborough
PLN21/0242	PinApp	No	459 Princes Highway NOBLE PARK VIC 3174	C Mai	Development of the land for three (3) double-storey dwellings and alteration of access to a road in a Transport Zone 2	General Residential 1 Zone, 587sqm	Delegate	NOD	10/02/2022	Yarraman
PLN21/0248	PinApp	No	533-551 Frankston Dandenong Road DANDENONG SOUTH VIC 3175	Stephen D'Andrea Pty Ltd	Development of the land for one warehouse building	Industrial 1 Zone, 889sqm, construction of warehouse with ancillary office and carparking	Delegate	PlanPermit	16/02/2022	Dandenong
PLN21/0317	PinApp	No	1B-1C Parsons Avenue SPRINGVALE VIC 3171	NJ Chai	Use of the land for a Restricted Place of Assembly	No response to further information request	Delegate	Lapsed	11/02/2022	Springvale North
EANTOS					3				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN21/0323	PinApp	No	5 Noon Street DANDENONG VIC 3175	E Imer	Development of the land for three (3) dwellings (two (2) double-storey dwellings and one (1) single-storey dwelling to the rear)	General Residential 1 Zone, 779sqm	Delegate	PlanPermit	08/02/2022	Dandenong
PLN21/0363	PinApp	No	7 O'Malley Crescent DANDENONG NORTH VIC 3175	K Balamunagan	Development of the land for two (2) dwellings (comprising one double storey dwelling to the rear of an existing single storey dwelling) and alterations and additions to the existing dwelling	General Residential 1 Zone, 657sqm	Delegate	PlanPermit	24/02/2022	Cleland
PLN21/0366	PinApp	No	33 Alexander Avenue DANDENONG VIC 3175	LXD Group Pty Ltd	Development of the land for two (2) dwellings (comprising one double storey dwelling to the rear of an existing single storey dwelling) and alterations and additions to the existing dwelling	General Residential 1 Zone, 671sqm	Delegate	PlanPermit	17/02/2022	Yarraman
PLN21/0372	PinApp	No	1/28-38 Frankston Dandenong Road DANDENONG SOUTH VIC 3175	MG Land Surveyors	Subdivision of the land into three (3) lots SPEAR	Industrial	Delegate	PlanPermit	17/02/2022	Dandenong
PLN21/0376	PinApp	No	26-30 Parsons Avenue SPRINGVALE VIC 3171	Nilsson Noel & Holmes (Surveyors) Pty Ltd	Subdivision of land SPEAR	Industrial	Delegate	PlanPermit	28/02/2022	Springvale North
PLN21/0463	PinApp	No	4 Peter Court DANDENONG VIC 3175	Jova Drafting Consultants	Development of the land for a single storey dwelling to the rear of an existing dwelling and alterations and additions to the existing dwelling	General Residential 1 Zone, 668sqm	Delegate	PlanPermit	22/02/2022	Cleland
EANTOS					4				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN21/0481	PinApp	No	45 Lightwood Road SPRINGVALE VIC 3171	NAJ Architectural Drafting & Design C/- Luka Mirkovic Town Planning Services	Development of the land for two (2) double storey dwellings	General Residential 1 Zone, 780sqm	Delegate	PlanPermit	17/02/2022	Springvale Central
PLN21/0483	PinApp	No	13 Albert Avenue SPRINGVALE VIC 3171	RD Design and Drafting Pty Ltd	Development of one (1) double storey dwelling to the front of an existing single storey dwelling	General Residential 3 Zone, 849sqm	Delegate	PlanPermit	03/02/2022	Springvale Central
PLN21/0489	PinApp	No	18 Heritage Drive SPRINGVALE VIC 3171	Abacus Design & Planning	Development of the land for two (2) double storey dwellings	General Residential 1 Zone, 618sqm	Delegate	NOD	16/02/2022	Springvale Central
PLN21/0503	PinApp	No	74 King George Parade DANDENONG VIC 3175	Jova Drafting Consultants	Development of the land for one (1) double storey dwelling to the rear of an existing dwelling and alterations and additions to the existing dwelling	General Residential 1 Zone, 731sqm	Delegate	PlanPermit	28/02/2022	Yarraman
PLN21/0516	PinApp	No	4 Deeny Street SPRINGVALE VIC 3171	Abacus Design & Planning	Development of the land for three (3) dwellings (two (2) double-storey dwellings and one (1) single-storey dwelling to the rear)	General Residential 1 Zone, 723sqm	Delegate	PlanPermit	14/02/2022	Springvale North
PLN21/0519	PinApp	No	50 South Gippsland Highway DANDENONG SOUTH VIC 3175	C Costa	Development of the land for a warehouse, alteration of access in a Transport Zone 2 and a reduction in car parking.	Industrial 1 Zone, 3452 sqm, warehouse	Applicant	Withdrawn	25/02/2022	Dandenong
EANTOS					5				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN21/0534	PinApp	No	24 Raymond Street NOBLE PARK VIC 3174	WH Ngool	Development of the land for three (3) double storey dwellings	General Residential 1 Zone, 779sqm	Delegate	PlanPermit	14/02/2022	Noble Park
PLN21/0604	PinApp	No	17 Blissington Street SPRINGVALE VIC 3171	Hooke Architecture Pty Ltd	Buildings and Works (Community Care Accommodation)	No response to further information request	Delegate	Lapsed	18/02/2022	Springvale North
PLN21/0607	PinApp	No	875 Taylors Road DANDENONG SOUTH VIC 3175	Stephen D'Andrea Pty Ltd	Development of the land for four (4) warehouse buildings	Industrial 1 Zone, 7855sqm, warehouses with ancillary offices	Delegate	PlanPermit	08/02/2022	Dandenong
PLN21/0608	PinApp	No	77-83 Lonsdale Street DANDENONG VIC 3175	Eagers Automotive c/- Planning & Property Partners Pty Ltd	Buildings and Works (facade alteration) and Business Identification Signage	Commercial 2 Zone, replacement of entranceway facade and business identification signs due to rebranding	Delegate	PlanPermit	08/02/2022	Dandenong
PLN21/0617	PinApp	No	43-63 Princes Highway DANDENONG SOUTH VIC 3175	J Vick	Display of business identification signage including illuminated signage	Commercial 2 Zone, two internally illuminated signs, one non-illuminated	Delegate	PlanPermit	11/02/2022	Dandenong
PLN21/0637	PinApp	No	1-2/291 Corrigan Road KEYSBOROUGH VIC 3173	Mehilli Indian Restaurant	Use of the land for the sale and consumption of liquor associated with the existing food and drink premises (restaurant).	Neighbourhood Residential 1 Zone, 64 patrons	Applicant	Withdrawn	14/02/2022	Keysborough
EANTOS					6				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN21/0648	PinApp	No	19 Jesson Crescent DANDENONG VIC 3175	M J Reddie Surveys Pty Ltd	Subdivision of the land into eight (8) lots SPEAR	Residential	Delegate	PlanPermit	14/02/2022	Cleveland
PLN21/0708	PinApp	No	17 Arctic Court KEYSBOROUGH VIC 3173	G J Caddle	Construction of a mezzanine floor	Industrial 1 Zone, retrospective mezzanine floor	Delegate	PlanPermit	24/02/2022	Keysborough South
PLN21/0709	PinApp	No	25 Sheales Street DANDENONG VIC 3175	S Kandasamy	Subdivision of the land into two (2) lots SPEAR	Residential	Delegate	PlanPermit	02/02/2022	Cleveland
PLN22/0008	PinApp	No	855-891 Springvale Road KEYSBOROUGH VIC 3173	Darren Carnell Architects	Development of the land for a shed and office building to an existing education centre	General Residential 1 Zone, 80sqm, construction of new maintenance shed and single staff office	Delegate	PlanPermit	10/02/2022	Keysborough South
PLN22/0017	PinAppVic	Yes	26 Gloria Avenue DANDENONG NORTH VIC 3175	R Paul	Subdivision of the land into two (2) lots SPEAR (VICSMART)	Residential	Delegate	PlanPermit	10/02/2022	Cleveland
PLN22/0018	PinApp	No	927-937 Springvale Road KEYSBOROUGH VIC 3173	Shade Sail Services	Buildings and Works (Shade Sail)	Furniture and works associated with an education centre does not require a permit (Clause 62.02-2)	Delegate	NotRequire	11/02/2022	Keysborough South
EANTOS					7				02/03/2022	

2.3.2 Planning Delegated Decisions Issued - February 2022 (Cont.)

Application ID	Category	VicSmart	Property Address	Applicant Name	Description	Notes	Authority	Decision	Decision Date	Ward
PLN22/0023	PtnAppVic	Yes	3 Springfield Court NOBLE PARK NORTH VIC 3174	B R Smith & Associates Surveyors	Subdivision of the land into two (2) lots SPEAR (VICSMART)	Residential	Delegate	PlanPermit	03/02/2022	Noble Park North
41										
EANTOS					8				02/03/2022	

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308)

File Id:	169055
Responsible Officer:	Director City Planning Design & Amenity
Attachments:	Submitted Plans Location of Objectors

This item was deferred at the meeting of Council on 13 December 2021 to seek a negotiated outcome agreeable to all parties. Further information has been added and it is now tabled again for Council's consideration.

Application Summary

Applicant:	Ventia Pty Ltd
Proposal:	The development of the land for a telecommunications facility (Satellite Dish)
Zone:	General Residential Zone 1
Overlay:	No overlays apply
Ward:	Keysborough

This report was deferred at Council's Meeting of 13 December 2021 so that further work could be undertaken by the applicant to determine if the satellite dish could be relocated away from neighbouring residential properties. This further work has now been completed and while it may be possible to relocate the dish on site, the alternative location is considered to have an increased detrimental impact on the wider area compared to the currently proposed location.

The alternative option is:

- *In the south-eastern corner of the site in the frontage facing Cheltenham Road;*

This site isn't considered suitable as it will still directly abut the dwelling to the east, will be in the front setback to Cheltenham Road resulting in a poor and visually imposing streetscape outcome, and will require the removal of vegetation to facilitate the dish.

The remainder of the site is either required to remain free of structures for access purposes or already contains infrastructure.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Given the above, this matter is now tabled for Council's further consideration and to make a decision on the proposal in its original location.

The application proposes the development of the land for a telecommunications facility (Satellite Dish). A permit is required pursuant to Clause 32.08-9 of the Greater Dandenong Planning Scheme to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2, and pursuant to Clause 52.19-1 of the Greater Dandenong Planning Scheme to construct a building or construct or carry out works for a Telecommunications Facility.

This application is brought before the Council because it received two (2) objections.

Objectors Summary

The application was advertised to the surrounding area through the erection of a notice on-site and the mailing of notices to adjoining and surrounding owners and occupiers. Two (2) objections were received to the application. Issues raised generally relate to matters of inappropriate location; height and width of satellite dish; purpose of satellite dish; position on site; electromagnetic emissions; noise; light; television and radio interference; and loss of property values.

Assessment Summary

The subject site is well suited for the proposed satellite dish given the subject site is currently occupied by an existing, long-established telecommunications facility.

The development is considered to be respectful of the existing neighbourhood character by providing sufficient setbacks from the side and rear boundaries to allow for existing trees to soften the proposed works when viewed from the streetscape and adjoining residential properties.

Recommendation Summary

As assessed, officers consider this proposal to be highly compliant with all of the relevant provisions of the Greater Dandenong Planning Scheme. All grounds of objection have been considered, and Council Officers are of the view that on balance, the proposal's degree of compliance with the Planning Scheme justifies that the application should be supported. Therefore, a **Notice of Decision** (which provides appeal rights to objectors) to grant a permit is recommended to be issued subject to the conditions as set out in the recommendation.

If the application was to be appealed to VCAT, it is the officer's view that it is highly likely that VCAT would also issue a planning permit for this proposal.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Subject Site and Surrounds

Subject Site

The subject site is located on the northern side of Cheltenham Road, Keysborough between College Crescent to the west and Grayling Crescent to the east. It is rectangular in shape, oriented east-west, and is relatively flat. It has a southern frontage to Cheltenham Road of 47.55m and a depth of 33.83m, giving it an area of approximately 1,608m². The site is currently affected by easements which run along the northern and western boundaries. The site is currently occupied by an existing telecommunications facility. The site is accessed via Cheltenham Road to the south and is landscaped with trees along the southern frontage and the eastern side boundary.

Surrounding Area

The subject site is located in a residential part of Keysborough which is bounded by Cheltenham Road to the south, Corrigan Road to the west, Kingsclere Avenue to the north and Parkmore Shopping Centre to the east. The area accommodates mainly single and double storey single dwellings on lots and multiunit developments.

Locality Plan



Subject Site North

Background

Previous Applications

A search of Council records revealed no previous planning applications have been considered for the subject site.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Proposal

The application proposes the development of the land for a telecommunications facility (Satellite Dish). In particular the proposal is for a satellite ground network earth station (satellite dish) at the existing Keysborough Exchange Telecommunications Facility. The proposed development of the site is comprised of the following:

- A 1.8m diameter satellite dish;
- A 0.915m by 1.2m platform;
- An electronics enclosure with shroud;
- Associated electricity, earthing and fibre cabling; and
- A 7.62m long by 3.66m wide by 1.8m high chain mesh fencing with access gate surrounding the satellite dish.

The facility would be located along the site's eastern side, towards the rear of the property.

The tree closest to the location of the proposed satellite dish would be pruned to the minimum extent necessary to ensure safe and effective ongoing operation of the telecommunications facility.

The proposed development to upgrade the existing facility is required to provide reliable Telstra cellular services for residents, businesses and other mobile users.

A copy of the submitted plans is included as Attachment 1.

Victorian Charter of Human Rights and Responsibilities

All matters relevant to the Victorian Human Rights Charter have been considered in the preparation of this report and are consistent with the standards set by the Charter.

Financial Implications

No financial resources are impacted by this report.

Planning Scheme and Policy Frameworks

Pursuant to the Greater Dandenong Planning Scheme, a planning permit is required:

- Under Clause 32.08-9 – To construct a building or construct or carry out works for a use in Section 2 of the Clause 32.08-2.
- Under Clause 52.19-1 – To construct a building or construct or carry out works for a Telecommunications Facility.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

The relevant controls and policies are as follows:

Zoning Controls

The subject site is located in a General Residential 1 Zone (GRZ1), as is the surrounding area to the west, north and east. Cheltenham Road to the south is in a Road Zone, Category 1 (RDZ1).

The purpose of the General Residential Zone 1 outlined at Clause 32.08 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.08-9, a permit is required to construct a building or construct or carry out works for a use in Section 2 of the Clause 32.08-2.

Pursuant to Clause 32.08-13, the decision guidelines of this clause state that before deciding on an application, the responsible authority must consider, as appropriate:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of this zone.*
- *The objectives set out in a schedule to this zone.*
- *Any other decision guidelines specified in a schedule to this zone.*
- *The impact of any overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

Non-Residential use and Development

- *Whether the use or development is compatible with residential use.*
- *Whether the use generally serves local community needs.*
- *The scale and intensity of the use and development.*
- *The design, height, setback and appearance of the proposed buildings and works.*
- *The proposed landscaping.*
- *The provision of car and bicycle parking and associated accessways.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Overlay Controls

No overlays affect the subject site.

Planning Policy Framework

Section 4 of the *Planning and Environment Act 1987* seeks to ensure that the objectives of planning in Victoria are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development. The objectives of Planning in Victoria are noted as:

- a. *To provide for the fair, orderly, economic and sustainable use, and development of land.*
- b. *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- c. *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- d. *To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- e. *To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*
- f. *To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*
- g. *To balance the present and future interests of all Victorians.*

In order to achieve those objectives, there are a number of more specific objectives contained within the Planning Policy Framework that are relevant to this application.

Clause 11.02-1S Supply of urban land contains the objective to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 13.07-1S Land use compatibility contains the objective to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Clause 15.01-1S Urban design contains the objective to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.03-2S Aboriginal cultural heritage contains the objective to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Clause 19.03-4S – Telecommunications contains the objective to facilitate the orderly development, extension and maintenance of telecommunication infrastructure. Strategies to achieve this include:

- *Facilitate the upgrading and maintenance of telecommunications facilities.*
- *Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.*

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

- *Ensure the communications technology needs of business, domestic, entertainment and community services are met.*
- *Ensure that the use of the land for a telecommunications facility is not prohibited in any zone.*
- *Encourage the continued deployment of broadband telecommunications services that are easily accessible by:*
 - *Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network.*
 - *Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.*
- *Ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.*
- *Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.*

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) includes the Municipal Strategic Statement (MSS) and Local Policies. The MSS is contained within Clause 21 of the Scheme. The following local planning policy is of relevance to this application:

Clause 21.07-1 – Physical, community and cultural infrastructure contains the objective to minimise the visual impact of physical infrastructure on the built and natural environment. Strategies to achieve this include:

1.1 Ensure that the communication infrastructure and utilities do not have unreasonable adverse impact on the built environment, open space and parkland areas and the natural environment.

1.2 Encourage the undergrounding of overhead powerlines and cables.

Particular Provisions

Clause 52.19 – Telecommunications Facility – is of relevance to this application. The purposes of this clause are:

- *To ensure that telecommunications infrastructure and services are provided in an efficient and cost effective manner to meet community needs.*
- *To facilitate an effective statewide telecommunications network in a manner consistent with orderly and proper planning.*
- *To encourage the provision of telecommunications facilities with minimal impact on the amenity of the area.*

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Clause 52.19-5 contains decision guidelines which state that before deciding on an application, the responsible authority must consider, as appropriate:

- *The principles for the design, siting, construction and operation of a Telecommunications facility set out in A Code of Practice for Telecommunications Facilities in Victoria, July 2004.*
- *The effect of the proposal on adjacent land.*
- *If the Telecommunications facility is located in an Environmental Significance Overlay, a Vegetation Protection Overlay, a Significant Landscape Overlay, a Heritage Overlay, a Design and Development Overlay or an Erosion Management Overlay, the decision guidelines in those overlays and the schedules to those overlays.*

General Provisions

Clause 65 – Decision Guidelines needs to be considered, as is the case with all applications. For this application the requirements of Clause 65.01 for the approval of an application or plan is of relevance. This Clause outlines the requirements that the responsible authority must consider when determining the application.

Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. In accordance with the commitment in Council's Annual Plan, all applications are considered on their merits.

Diversity (Access & Equity)

It is not considered that the proposal raises any diversity issues affecting the planning assessment of this application.

Community Safety

It is considered that there would be no adverse community safety implications in permitting the proposal.

Safe Design Guidelines

Consideration of the relevant requirements of these Guidelines has been undertaken within the Assessment of this application.

Referrals

The application was not required to be referred to any external referral authorities pursuant to Section 55 of the Planning and Environment Act 1987.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Internal

The application was not required to be internally referred.

Advertising

The application has been advertised pursuant to Section 52 of the *Planning and Environment Act 1987*, by:

- Sending notices to the owners and occupiers of adjoining and surrounding land.
- Placing a sign on site facing Cheltenham Road.

The notification has been carried out correctly.

Council has received two (2) objections to the application.

The location of the objectors is shown in Attachment 2.

Consultation

A consultative meeting was not held as less than four (4) objections were received.

Summary of Grounds of Objections

The objections are summarised below (in **bold**), followed by the Town Planner's Response (in *italics*).

- **Inappropriate location**

The objectors are concerned that the subject site is not in an industrial area and is surrounded by family homes.

Whilst the subject site is located within a residential area, the existing telecommunications facility has been present on the subject site since 1975 according to Council records. The current application proposes some upgrades to an existing, long-established facility and its location within a residential area is considered appropriate.

- **Height and width of satellite dish**

The objectors are concerned about the height and width of the proposed satellite dish.

The proposed satellite dish would have a maximum height above natural ground level of 2.55m and would have a diameter/width of 1.8m. This is considered reasonable in a residential context, given that there are numerous examples of satellite dishes being located on the roofs of dwellings at a height of more than 3m above ground level and with a diameter/width of up to 2.4m.

- **Purpose of satellite dish**

The objectors are concerned about the purpose of the proposed satellite dish.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

The proposed satellite dish is proposed to provide a satellite ground network earth station in support of future Telstra products and services at the existing Keysborough Exchange Telecommunications Facility. The proposed development would upgrade the existing facility to provide reliable Telstra cellular services for residents, businesses and other mobile users.

- **Position on site**

The objectors are concerned about the position of the proposed satellite dish on the subject site.

The proposed satellite dish and associated structure is proposed be located along the site's eastern side, towards the rear of the property. It would be located at least 1.8m from the nearest objector's property and would be largely screened from the nearest objector's dwelling by existing trees on the subject site.

- **Electromagnetic emissions**

The objectors are concerned about electromagnetic emissions from the proposed satellite dish.

As demonstrated in the electromagnetic energy (EME) report submitted by the applicant the EME level predicted for the proposed satellite dish is within the allowable limit under the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) standard. Furthermore, the Victorian Civil and Administrative Tribunal (VCAT) has determined on numerous occasions that it is obliged to apply the relevant regulatory standards as it finds them, not to pioneer standards of its own. As such, it is considered that any electromagnetic emissions would be compliant.

- **Noise**

The objectors are concerned about potential noise emissions from the proposed satellite dish.

The proposed satellite dish would generate noise at a similar level to a domestic activity, which is not considered unreasonable in a residential context.

- **Light**

The objectors are concerned about potential light emissions from the proposed satellite dish.

The proposed satellite dish is not proposed to be internally or externally illuminated.

- **Television and radio interference**

The objectors are concerned that the proposed satellite dish would interfere with their television and radio reception.

The proposed satellite dish is unlikely to cause significant community disruption during its installation or operation. This matter is outside of the considerations of a planning permit application.

- **Loss of property values**

The objectors are concerned that the proposed satellite dish would reduce their property values.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

The Victorian Civil and Administrative Tribunal has determined on numerous occasions that property values are not a valid planning consideration in determining whether to approve or refuse a planning permit application.

Assessment

State and Local Planning Policy

The proposed development of the site for a telecommunications facility (satellite dish) would support and improve the existing operation of the site and would have limited impacts on the surrounding area.

It would facilitate the orderly development of telecommunications infrastructure and would minimise the visual impact of physical infrastructure on the built and natural environment.

Overall, the proposed development would be consistent with the State and Local Planning Policy Framework.

Use

The subject site has been used as a telecommunications facility since 1975 and therefore benefits from existing use rights.

Development

The decision guidelines of Clause 32.08-13 (General Residential Zone) state that before deciding on an application the responsible authority must consider as appropriate:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*

As detailed above, the proposal accords with the Municipal Planning Strategy and the Planning Policy Framework.

- *The purpose of this zone.*

The proposed development would comply with the relevant purpose of this zone which seeks to allow community uses to serve local community needs in appropriate locations.

- *The objectives set out in a schedule to this zone.*

The Neighbourhood Character Objectives of Section 1.0 of Schedule 1 to the General Residential Zone relates specifically to residential development and are not relevant to the non-residential development currently being considered.

- *Any other decision guidelines specified in a schedule to this zone.*

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Section 6.0 of Schedule 1 to the General Residential Zone states that the following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- *Whether the development might adversely impact on an item of heritage significance.*

The subject site, and adjoining and surrounding properties, are not affected by any heritage overlays.

- *Whether the development respects the neighbourhood character of the area.*

The proposed development of the land for a satellite dish would not be out of character for this residential area, and would support the existing use and operation of the subject site. The location, size and height of the structure would ensure that it would not be a dominant feature in the streetscape.

- *The impact of any overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.*

The proposed satellite dish would not overshadow any existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone.

Non-residential use and development

- *Whether the use or development is compatible with residential use.*

The proposed development of the land for a satellite dish is compatible with residential use. The subject site is currently occupied by a long established compatible use and this proposal only seeks to improve the operation of the facility. Given the size and form of the proposal, it will not have an unacceptable impact on the surrounding residential uses.

- *Whether the use generally serves local community needs.*

The proposed development would generally serve local telecommunication needs in the Keysborough area, and would assist in improving mobile coverage for residents, workers and visitors.

- *The scale and intensity of the use and development.*

The proposed development is of a low scale and intensity. The size and height of the facility at 2.55m high would be lower than all dwellings in the surrounding area, and as such would not appear as a dominant feature in the landscape.

- *The design, height, setback and appearance of the proposed buildings and works.*

The proposed works are of a utilitarian design, would have a maximum height of 2.55m and would be setback at least 1.8m from the nearest residential property to the east.

- *The proposed landscaping.*

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

No additional landscaping is proposed under this application. Existing trees on the subject site would help to screen the proposed development from adjoining properties.

- *The provision of car and bicycle parking and associated accessways.*

No additional car or bicycle parking or access is required or proposed as part of this application.

- *Any proposed loading and refuse collection facilities.*

No additional loading or refuse collection facilities are proposed or required as part of this application.

- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

The proposed development would not generate any additional traffic to or from the site.

Overall, the works proposed are considered to be appropriate in the context of this site and surrounding area, and the development is of a suitable scale.

Furthermore, the proposed telecommunications facility would be setback at least 1.8m from the nearest residential property and would not affect the existing provision of trees on the site. Given the above, the proposal is considered to comply with Clause 32.08 (General Residential Zone) and all other relevant clauses of the Greater Dandenong Planning Scheme.

Telecommunications Facilities

Clause 52.19-5 states that before deciding on an application, in addition to the decision guidelines of Clause 65, the responsible authority must consider, as appropriate:

- *The principles for the design, siting, construction and operation of a Telecommunications Facility set out in A Code of Practice for Telecommunications Facilities in Victoria, July 2004.*

An assessment of the compliance of the proposed satellite dish in accordance with the principles of Section 4.0 of the Code of Practice for Telecommunications Facilities in Victoria, July 2004 has been undertaken. Each principle is addressed as follows:

“Principle 1: A Telecommunications facility should be sited to minimise visual impact.”

The proposed development would be designed and sited to minimise visual impact on the surrounding locality. In particular, the siting and design elements include:

- The proposed telecommunications facility would be designed and sited towards the rear corner of the property. Nearby vegetation and surrounding built form would help further screen the facility.
- The proposed facility would be setback approximately 1.8m from the nearest residential property located to the east of the site.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

- No native vegetation is to be removed for the installation of the proposed telecommunications facility.
- The proposed satellite dish would not disrupt the view of any identified significant landscape, streetscape, vista or panorama. The broader surrounds are predominately residential. The proposed facility would sit relatively comfortably within the surrounds.

“Principle 2: Telecommunications facilities should be co-located wherever practical.”

This proposal would result in the co-location of telecommunications facilities. There are existing telecommunication facilities on the subject site which this proposal can co-locate with and assist in meeting Telstra’s coverage requirements. This proposal is considered appropriate given its surroundings and coverage requirements.

“Principle 3: Health standards for exposure to radio emissions will be met.”

The predicted maximum radiofrequency emissions from the proposed telecommunications facility would operate well within the Australian Communications and Media Authority (ACMA) mandated standard, known as the Radiocommunications (Electromagnetic Radiation - Human Exposure) Standard 2003.

“Principle 4: Disturbance and risk relating to siting and construction should be minimised. Construction activity and site location should comply with State Environment Protection policies and best practice environmental management guidelines.”

The siting and construction of the proposed telecommunications facility would not cause any significant environmental damage or significantly disturb the soil or flora and fauna. All relevant standards of engineering and construction safety would be required to be adhered to.

Overall, the proposed telecommunications facility would comply with the principles for the design, siting, construction and operation of telecommunications facilities as set out in the Code of Practice.

- *The effect of the proposal on adjacent land.*

The proposed telecommunications facility would not have an adverse effect on adjacent land either visually or through emissions. As previously stated, the size and height of the structure, along with its setback from neighbouring properties will ensure it has minimal impact on adjacent land.

- *If the Telecommunications facility is located in an Environmental Significance Overlay, a Vegetation Protection Overlay, a Significant Landscape Overlay, a Heritage Overlay, a Design and Development Overlay or an Erosion Management Overlay, the decision guidelines in those overlays and the schedules to those overlays.*

The subject site is not covered by any of these overlays.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

Conclusion

The proposal is consistent with the provisions of the Greater Dandenong Planning Scheme, including the zoning requirements, local policy direction, application of Clause 52.19 and the decision guidelines of Clause 65.

Recommendation

That Council resolves to issue a Notice of Decision to grant a permit in respect of the land known and described as No 359-363 Cheltenham Road, Keysborough for 'The development of the land for a telecommunications facility (Satellite Dish)' in accordance with the plans submitted with the application subject to the following conditions:

- 1. The development as shown on the endorsed plans must not be altered without the further written consent of the Responsible Authority.**
- 2. Once the development has started, it must be continued and completed in accordance with the endorsed plans, to the satisfaction of the Responsible Authority.**
- 3. The telecommunications facility and associated works must be maintained in good condition at all times in accordance with the endorsed plans, and to the satisfaction of the Responsible Authority.**
- 4. All radio frequency emissions from the proposed telecommunications facility shall comply with *Radiation Protection Standard – Maximum Exposure Levels to Radio Frequency Fields - 3kHz to 300 GHz*, ARPANSA, May 2002, or any amendment to the Standard, or any document which replaces the Standard.**
- 5. The approved facility must be colour-matched with its surroundings, to the satisfaction of the Responsible Authority.**
- 6. If at any time the use of the facility is not required or the facility is decommissioned, the facility and all associated equipment and materials must be removed from the land and the land reinstated, to the satisfaction of the Responsible Authority.**
- 7. No advertising signs shall be affixed to or otherwise provided on the facility hereby permitted.**
- 8. This permit will expire if:**
 - 8.1. The development does not start within two (2) years of the date of this permit, or**

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

- 8.2. The development is not completed within four (4) years of the date of this permit.**

Before the permit expires or within six (6) months afterwards, the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

Notes:

- 1. A building approval may be required prior to the commencement of the approved works.**

MINUTE 416

Moved by: Cr Rhonda Garad
Seconded by: Cr Tim Dark

That Council resolves to issue a Notice of Decision to grant a permit in respect of the land known and described as No 359-363 Cheltenham Road, Keysborough for 'The development of the land for a telecommunications facility (Satellite Dish)' in accordance with the plans submitted with the application subject to the following conditions:

- 1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended plans must be drawn to scale with dimensions and one (1) copy must be provided. The amended plans must be generally in accordance with the plans submitted and assessed with the application but modified to show:**
- 1.1. The fence along the eastern boundary of the site increased to a height of 2.5m.**
- When approved, these plans will be endorsed and will form part of this permit.**
- 2. The development as shown on the endorsed plans must not be altered without the further written consent of the Responsible Authority.**
- 3. Once the development has started, it must be continued and completed in accordance with the endorsed plans, to the satisfaction of the Responsible Authority.**
- 4. Prior to the installation of the satellite dish, the 2.5m fence along the eastern boundary, in accordance with condition 1.1 must be erected by the owner at the owner's cost, to the satisfaction of the Responsible Authority.**

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

5. The telecommunications facility and associated works must be maintained in good condition at all times in accordance with the endorsed plans, and to the satisfaction of the Responsible Authority.
6. All radio frequency emissions from the proposed telecommunications facility shall comply with *Radiation Protection Standard – Maximum Exposure Levels to Radio Frequency Fields - 3kHz to 300 GHz*, ARPANSA, May 2002, or any amendment to the Standard, or any document which replaces the Standard.
7. The approved facility must be colour-matched with its surroundings, to the satisfaction of the Responsible Authority.
8. If at any time the use of the facility is not required or the facility is decommissioned, the facility and all associated equipment and materials must be removed from the land and the land reinstated, to the satisfaction of the Responsible Authority.
9. No advertising signs shall be affixed to or otherwise provided on the facility hereby permitted.
10. This permit will expire if:
 - 10.1. The development does not start within two (2) years of the date of this permit, or
 - 10.2. The development is not completed within four (4) years of the date of this permit.

Before the permit expires or within six (6) months afterwards, the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

Notes:

1. A building approval may be required prior to the commencement of the approved works.

CARRIED

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION NO. 359-363 CHELTENHAM ROAD,
KEYSBOROUGH (PLANNING APPLICATION NO. PLN21/0308)**


ATTACHMENT 1

SUBMITTED PLANS

PAGES 15 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



KEYSBOROUGH EXCHANGE

Address ID VIC 744651 KEYZ
 ADDRESS: 359 CHELTENHAM RD,
 KEYSBOROUGH
 VIC 3173

FOR CONSTRUCTION

Telstra

SATELLITE ACCESS NODE SITE 744651
 KEYSBOROUGH EXCHANGE
 DRAWING INDEX AND DOCUMENT CONTROL
 359 CHELTENHAM RD, KEYSBOROUGH

DWG NO: **V725629** DC

DRAWING DOCUMENT DESCRIPTION	DRAWING NUMBER	SHEET NO.	ISSUE NO.	ISSUE DATE	DRAWING STATUS	
					CANCELLED	PRELIMINARY FOR CONSTRUCTION AS BUILT
SITE SPECIFIC NOTES	V725629	S0	0.1	20.05.21		✓
SITE LAYOUT AND ACCESS	V725629	S1	0.1	20.05.21		✓
SITE LAYOUT PLAN	V725629	S1-1	0.2	20.05.21		✓
SITE SETOUT PLAN	V725629	S1-2	0.2	20.05.21		✓
(N.S.E.W) ELEVATION	V725629	S3	0.1	20.05.21		✓
LINE OF SITE PHOTO	V725629	S4	0.1	20.05.21		✓
SITE EARTHING - OPTION 1	V725629	G4	0.1	20.05.21		✓
SAVE EARTHING SCENARIO	V725629	G4-2	0.1	20.05.21		✓
TRENCH DETAILS	V725629	G4-4	0.1	20.05.21		✓
AC POWER CONNECTION	V725629	E2	0.1	20.05.21		✓
CONCRETE FOUNDATION DETAILS	V725629	T2	0.2	20.05.21		✓
EQUIPMENT PLATFORM - H-FRAME DETAIL	V725629	T2-1	0.1	20.05.21		✓
COMPOUND FENCE AND GATE DETAILS	V725629	T8	0.1	20.05.21		✓

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DRAWING ENDORSEMENT BY CLIENT	
NAME	DATE
SIGNATURE	STATUS

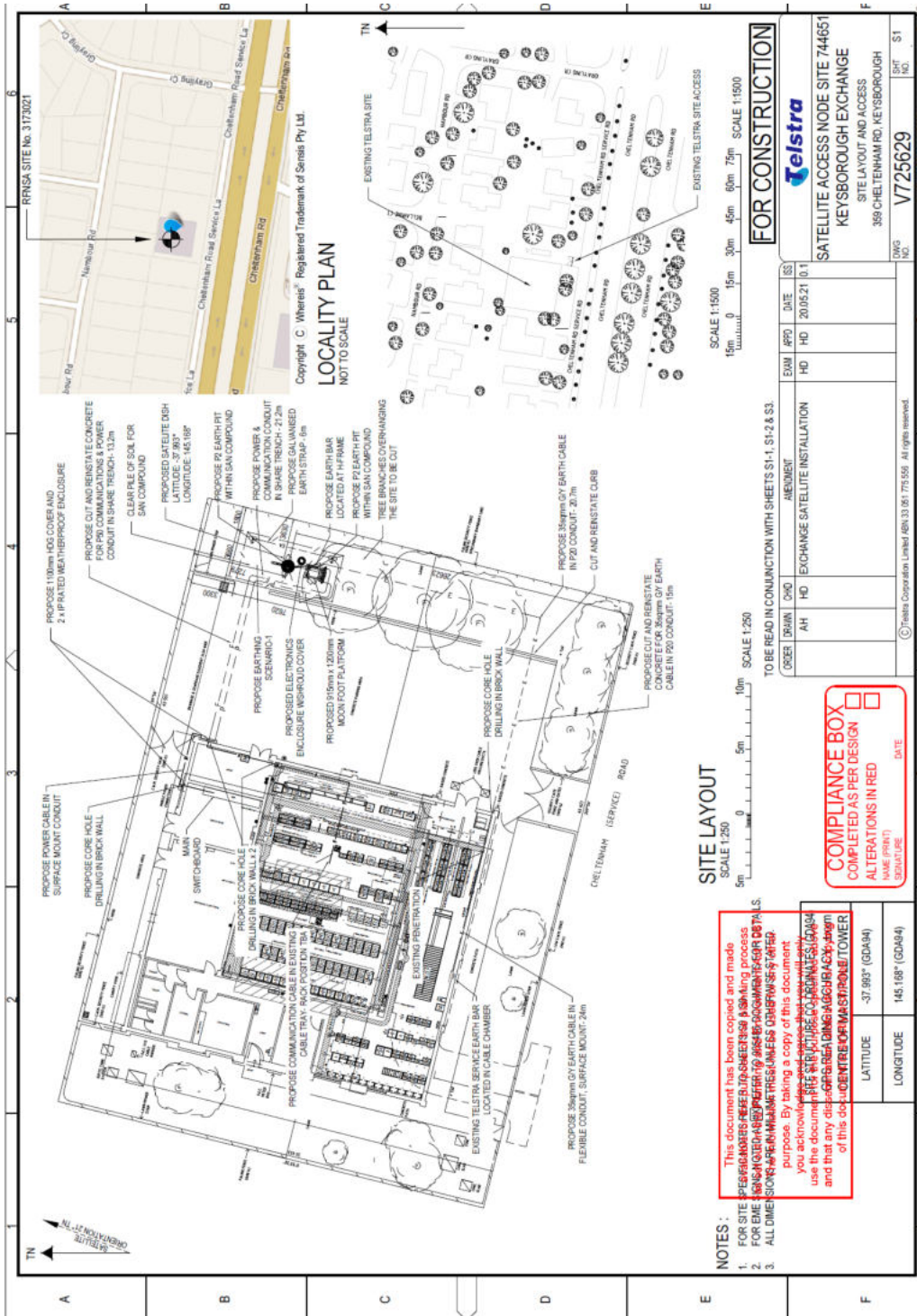
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			DRAWN BY: A. HICKS
			CHECKED: H. DESAI
20.05.21	FOR CONSTRUCTION	A.H. HD	APPROVED: H. DESAI
DATE	DESC	DRN / APPR	REV / JUST APPR / J.S. CROGGIE

ORDER	DRAWN	CHKD	AMENDMENT	EXAM	APPR	DATE	ISS
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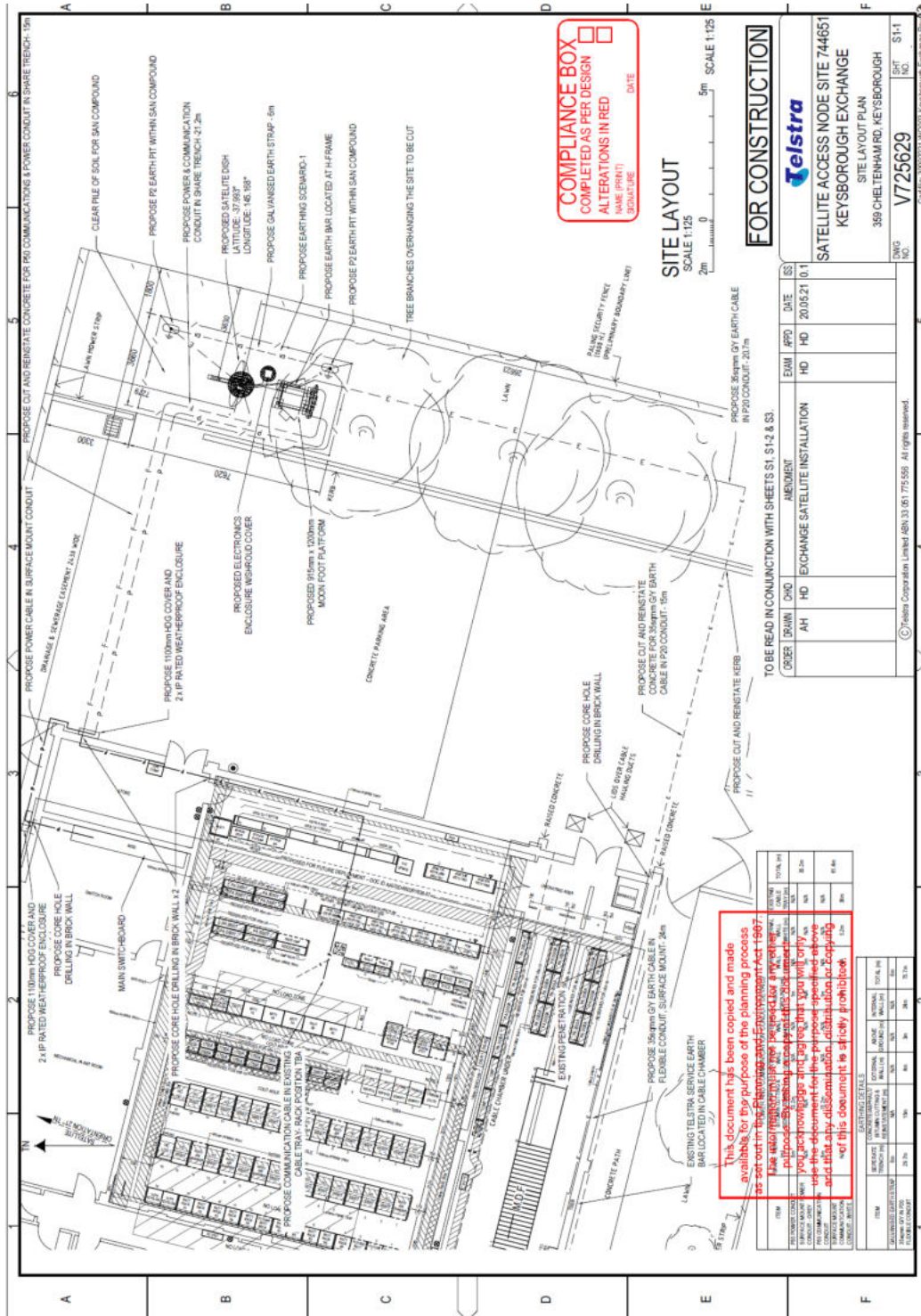
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

A	B	C	D	E	F																													
<p>SITE SPECIFIC NOTES</p> <p><u>EQUIPMENT PLATFORM</u> TYPE: PROPOSED STEEL WOOD PLATFORM. SIZE (mm): APPROX. 915 x 1200mm. BASE TYPE: STEEL BESE PLATE</p> <p><u>EARTHING</u> REQUIREMENT FOR EARTH NETWORK WITHIN SAN COMPOUND PLUS AN INTERCONNECTION FROM SAN TO THE TELSTRA ACTIVE EARTH. REFER TO SHEET G4 FOR SITE SPECIFIC EARTHING DETAILS AND EARTHING GUIDELINES.</p> <p><u>ENVIRONMENTAL ISSUES</u> REFER TO ENVIRONMENTAL RISK ASSESSMENT CHECKLIST 01842210 TO INCLUDE ANY ANIMALS, NESTING BIRDS, OSPREY ETC. DANGEROUS SNAKES, WASPIS & SPIDERS ETC. MENACING CATTLE ETC.</p> <p><u>POWER SUPPLY</u> 32A/1P SUPPLY SHALL BE TAKEN FROM EXISTING EXCHANGE MAIN SWITCHBOARD. PROPOSED SUPPLY AND TAKE OFF POINT SHALL BE CONFIRMED WITH RELEVANT TELSTRA STAKEHOLDERS PRIOR TO ANY CONSTRUCTION WORKS. DIAL 1100 BEFORE YOU DIG.</p> <p><u>PROPERTY SIGNAGE</u> SPECIFY PROPERTY SIGNAGE AS PER DOCUMENT 017866A12. PROPERTY SIGN INCLUDES RPNSA SITE NUMBER, SITE NAME BRANDED SITE IDENTIFICATION REGULAR (BSI), TELSTRA SITE NUMBER AND JABAC PART NUMBER TRAS629M.</p> <p><u>SITE ACCESS</u> VIA CHELTENHAM RD SERVICE RD REFER TO SHEET S1 SITE S.A.C. TO ADVISE C.D.C. LOCATION DETAILS</p> <p>SITE SIGNAGE document has been copied and made available for the purpose of the planning process. All BSI signage is the property of Telstra Networks Act 1997. REFER TO THE SIGNAGE INFORMATION GUIDE used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.</p>	<p>WORKPLACE HEALTH & SAFETY</p> <p>ASBESTOS CONTAINING MATERIALS WERE IDENTIFIED DURING INSPECTION & DESIGN STAGES. SUBSEQUENTLY CONFIRMED BY REVIEW OF THE TELSTRA REGISTER OF ASBESTOS MATERIALS. ALL NECESSARY CONTROLS WILL NEED TO BE IN PLACE DURING THE CONSTRUCTION PHASE TO CONTROL THIS IDENTIFIED HAZARD.</p> <p>GENERAL NOTES</p> <p>1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS SPECIFIED OTHERWISE.</p> <p>2. BIRD PROOFING - CABLES AND ALL ACCESS POINTS ON THE STRUCTURE MUST BE BIRD PROOFED IN ACCORDANCE WITH THE METHODS SPECIFIED IN DOCUMENT NO. 100915 IS EXTERNAL PLANT STANDARDS FOR MOBILE BASE STATIONS. SECTION 6.3.3 FOR QUEENSLAND. ALL FEEDERS ARE TO BE BIRD PROOFED WHEN INSTALLED.</p> <p>3. SERVICES, WHERE SHOWN ARE INDICATIVELY ONLY. LOCATION OF ALL RELEVANT EXISTING SERVICES SHALL BE IDENTIFIED AND CONFIRMED PRIOR TO COMMENCING WORK. THE CONTRACTOR TO LIASE WITH RELEVANT AUTHORITIES FOR DIRECTIONS AND PERMITS REQUIRED.</p> <p>4. CONSTRUCTORS ARE TO BE AWARE OF TELSTRA DOCUMENT 007338-C8-11 AND IN PARTICULAR CLAUSE 7.3 & 10.3 WHICH DESCRIBES REQUIREMENTS FOR PERSONNEL MUST UNDER TAKE IN RESPECT TO ASBESTOS MANAGEMENT AT TELSTRA FACILITIES.</p> <p>5. 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V725629 S11 NO. 50</p> <p>Call the 3300 2221 (VIC) or 3300 3333 (QLD) for more information.</p>	ORDER	DRAWN	CHKD	DATE	DATE	DATE	DATE								AH	HD	EXCHANGE SATELLITE INSTALLATION	HD	20.06.21	01	
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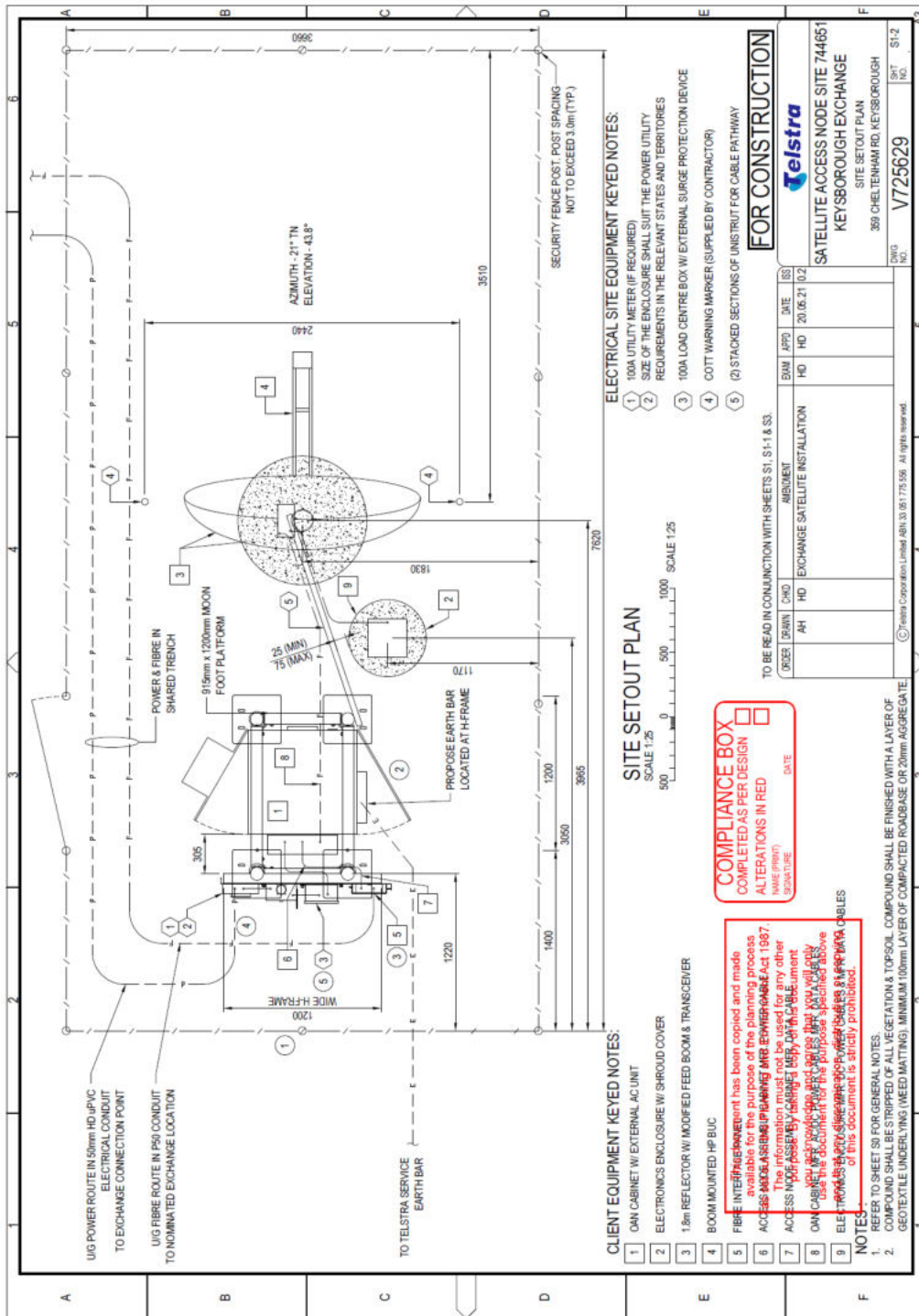
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



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2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



CLIENT EQUIPMENT KEYED NOTES:

- 1 OAN CABINET W/ EXTERNAL AC UNIT
- 2 ELECTRONICS ENCLOSURE W/ SHROUD COVER
- 3 1.8m REFLECTOR W/ MODIFIED FEED BOOM & TRANSDUCER
- 4 BOOM MOUNTED HP BUC

ELECTRICAL SITE EQUIPMENT KEYED NOTES:

- 1 100A UTILITY METER (IF REQUIRED)
- 2 SIZE OF THE ENCLOSURE SHALL SUIT THE POWER UTILITY REQUIREMENTS IN THE RELEVANT STATES AND TERRITORIES
- 3 100A LOAD CENTRE BOX W/ EXTERNAL SURGE PROTECTION DEVICE
- 4 COTT WARNING MARKER (SUPPLIED BY CONTRACTOR)
- 5 (2) STACKED SECTIONS OF UNISTRUT FOR CABLE PATHWAY

COMPLIANCE BOX
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 ALTERATIONS IN RED
 (NAME (PRINT))
 (SIGNATURE)
 DATE

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 ELECTRONICS ENCLOSURE W/ SHROUD COVER
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NOTES:

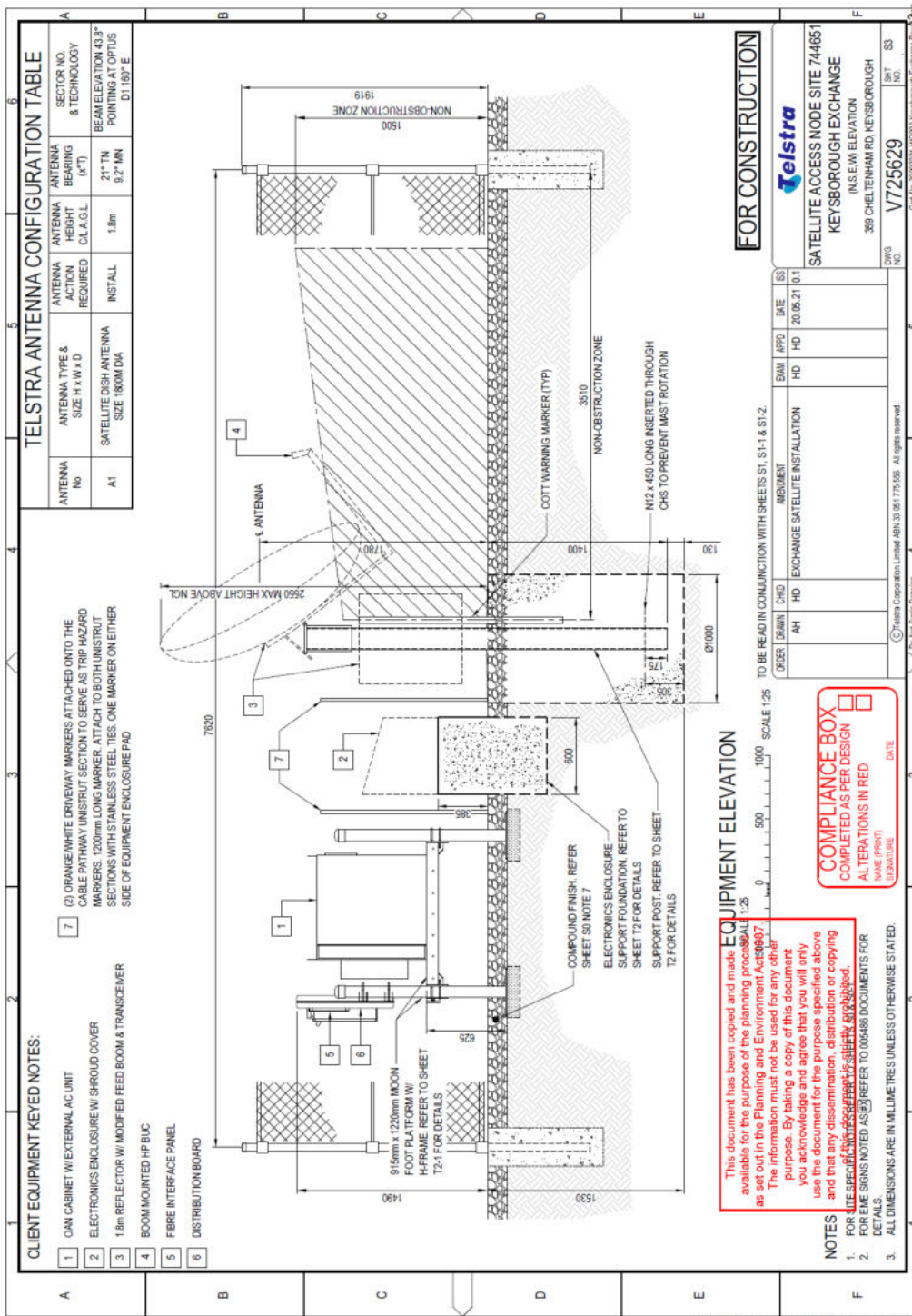
- 1 REFER TO SHEET 99 FOR GENERAL NOTES.
- 2 COMPOUND SHALL BE STRIPPED OF ALL VEGETATION & TOPSOIL. COMPOUND SHALL BE FINISHED WITH A LAYER OF GEOTEXTILE UNDERLYING (NEED MATTING), MINIMUM 100mm LAYER OF COMPACTED ROADBASE OR 200mm AGGREGATE.

FOR CONSTRUCTION

REV	DATE	BY	CHKD	APPD	DATE	ISS
1	20.06.21	HD	HD	HD	20.06.21	102

TO BE READ IN CONJUNCTION WITH SHEETS S1, S1-1 & S3.
 TELSTRA
 SATELLITE ACCESS NODE SITE 744651
 KEYSBOROUGH EXCHANGE
 SITE SETOUT PLAN
 369 CHELTENHAM RD, KEYSBOROUGH
 DWG NO. V725629
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2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

ABCDEF

123456

KEYSBOROUGH - LINE OF SITE PHOTO

List
Settings
Capture
Compass on

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SATELLITE ACCESS NODE SITE 744651
 KEYSBOROUGH EXCHANGE
 LINE OF SITE PHOTO PACE
 359 CHELTENHAM RD, KEYSBOROUGH

UWG V725629

ORDER	DRAWN	CHKD	APPROV	DATE	ISS
441	HD	EXCHANGE SATELLITE INSTALLATION	HD	17/06/21	0

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359 CHELTENHAM RD, KEYSBOROUGH VIC 3175

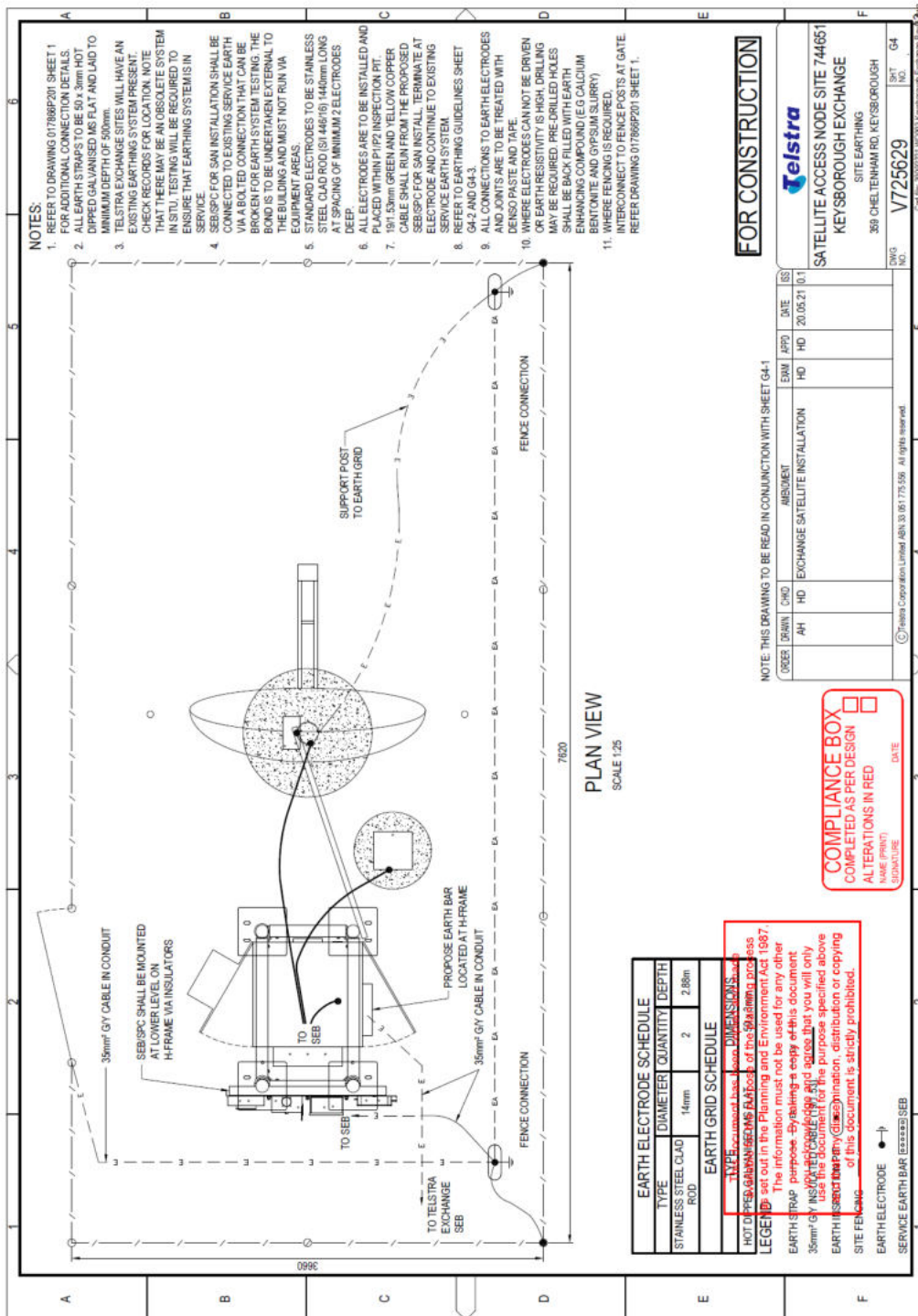
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2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



- NOTES:**
1. REFER TO DRAWING 017869P201 SHEET 1 FOR ADDITIONAL CONNECTION DETAILS.
 2. ALL EARTH STRAPS TO BE 50 x 3mm HOT-DIPPED GALVANISED MS FLAT AND LAD TO MINIMUM 100mm OVERLAP.
 3. TELSTRA EXCHANGE SITES WILL HAVE AN EXISTING EARTHING SYSTEM PRESENT. CHECK RECORDS FOR LOCATION. NOTE THAT THERE MAY BE AN OBSOLETE SYSTEM IN SITU. TESTING WILL BE REQUIRED TO ENSURE THAT EARTHING SYSTEMS IN SERVICE.
 4. SEB/SPC FOR SAN INSTALLATION SHALL BE CONNECTED TO EXISTING SERVICE EARTH VIA A BOLTED CONNECTION THAT CAN BE BROKEN FOR EARTH SYSTEM TESTING. THE BOND IS TO BE UNDERTAKEN EXTERNAL TO THE BUILDING AND MUST NOT RUN VIA EQUIPMENT AREAS.
 5. ALL ELECTRODES TO BE STAINLESS STEEL OR ALUMINIUM. ALL EARTHING AT SPACING OF MINIMUM 2 ELECTRODES DEEP.
 6. ALL ELECTRODES ARE TO BE INSTALLED AND PLACED WITHIN PIP/INSPECTION PIT.
 7. 191.53mm GREEN AND YELLOW COPPER CABLE SHALL RUN FROM THE PROPOSED SEB/SPC FOR SAN INSTALL, TERMINATE AT ELECTRODE AND CONTINUE TO EXISTING SERVICE EARTH SYSTEM.
 8. REFER TO EARTHING GUIDELINES SHEET GA2 AND GA3.
 9. ALL CONNECTIONS TO EARTH ELECTRODES AND JOINTS ARE TO BE TREATED WITH BRASS PASTE AND APPROPRIATE PROTECTANT. ALL CONNECTIONS CAN NOT BE DRIVEN OR EARTH RESISTIVITY IS HIGH. DRILLING MAY BE REQUIRED. PRE-DRILLED HOLES SHALL BE BACK FILLED WITH EARTH ENHANCING COMPOUND (E.G. CALCIUM BENTONITE AND GYPSUM SLURRY).
 10. WHERE FENCING IS REQUIRED, INTERCONNECT TO FENCE POSTS AT GATE. REFER DRAWING 017869P201 SHEET 1.

EARTH ELECTRODE SCHEDULE		
TYPE	DIAMETER	QUANTITY
STAINLESS STEEL CLAD ROD	14mm	2
EARTH GRID SCHEDULE		
TYPE	DIAMETER	QUANTITY
STAINLESS STEEL CLAD ROD	14mm	2

TYPE - GALVANISED MS FLAT
DIAMETER - 14mm
QUANTITY - 2
LEGEND - set out in the Planning and Environment Act 1987.
 EARTH STRAP purpose - By using a copy of this document
 35mm² GY INSULATED CABLE FOR SAN and gauge that you will only use the document for the purpose specified above
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 DWG NO: V775629
 SHEET: 04

NOTE: THIS DRAWING TO BE READ IN CONJUNCTION WITH SHEET GA-1

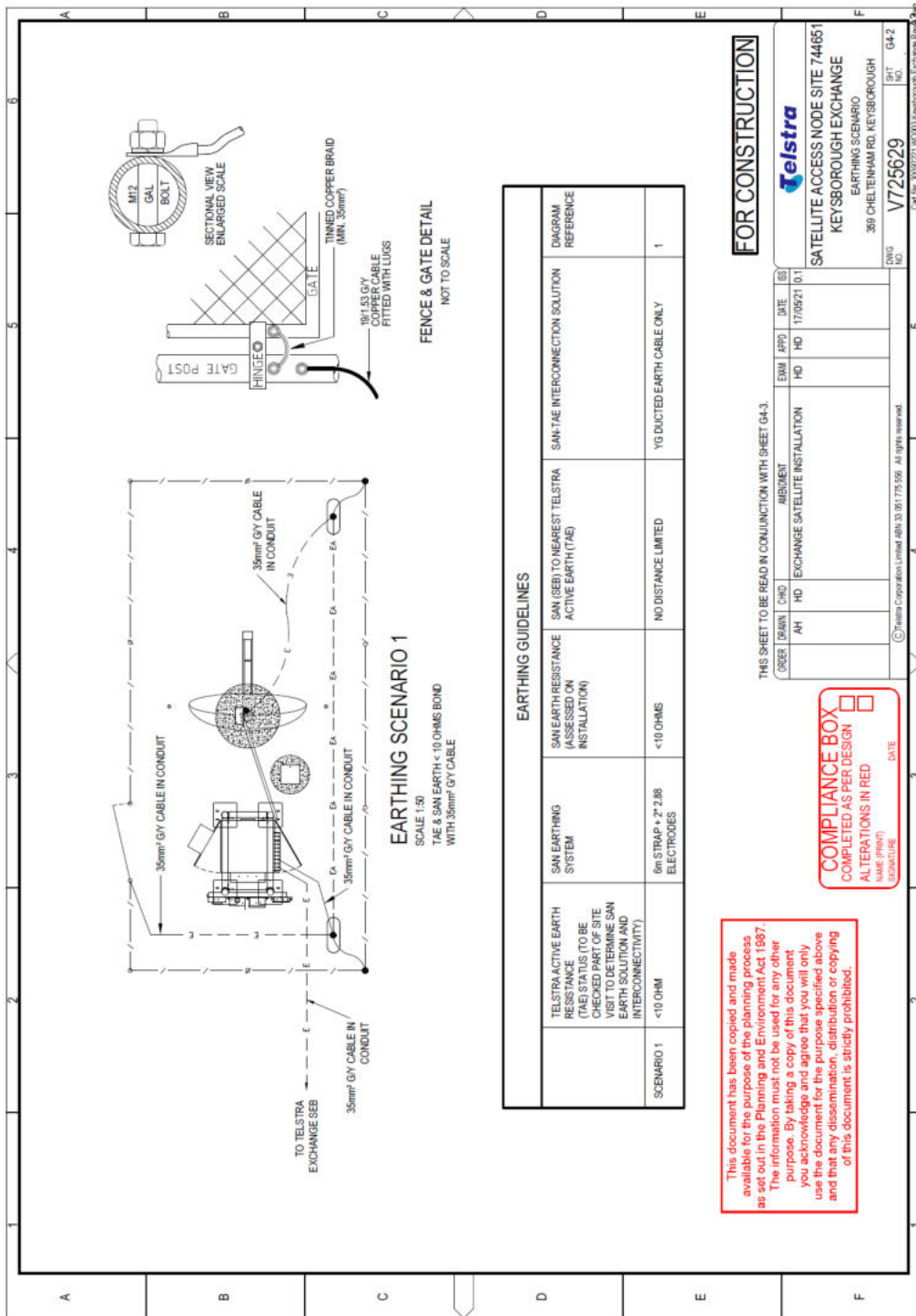
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EXCHANGE SATELLITE INSTALLATION

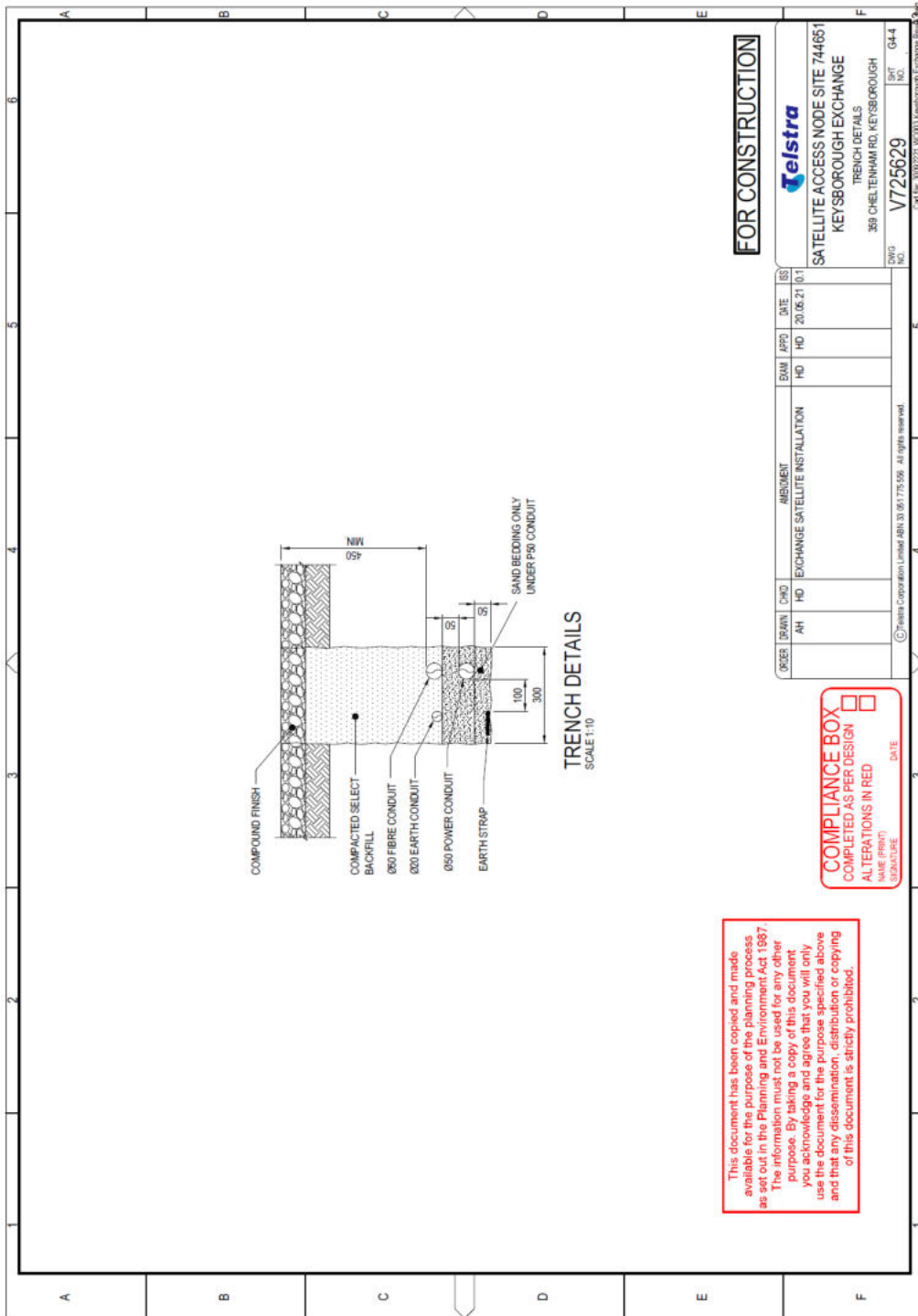
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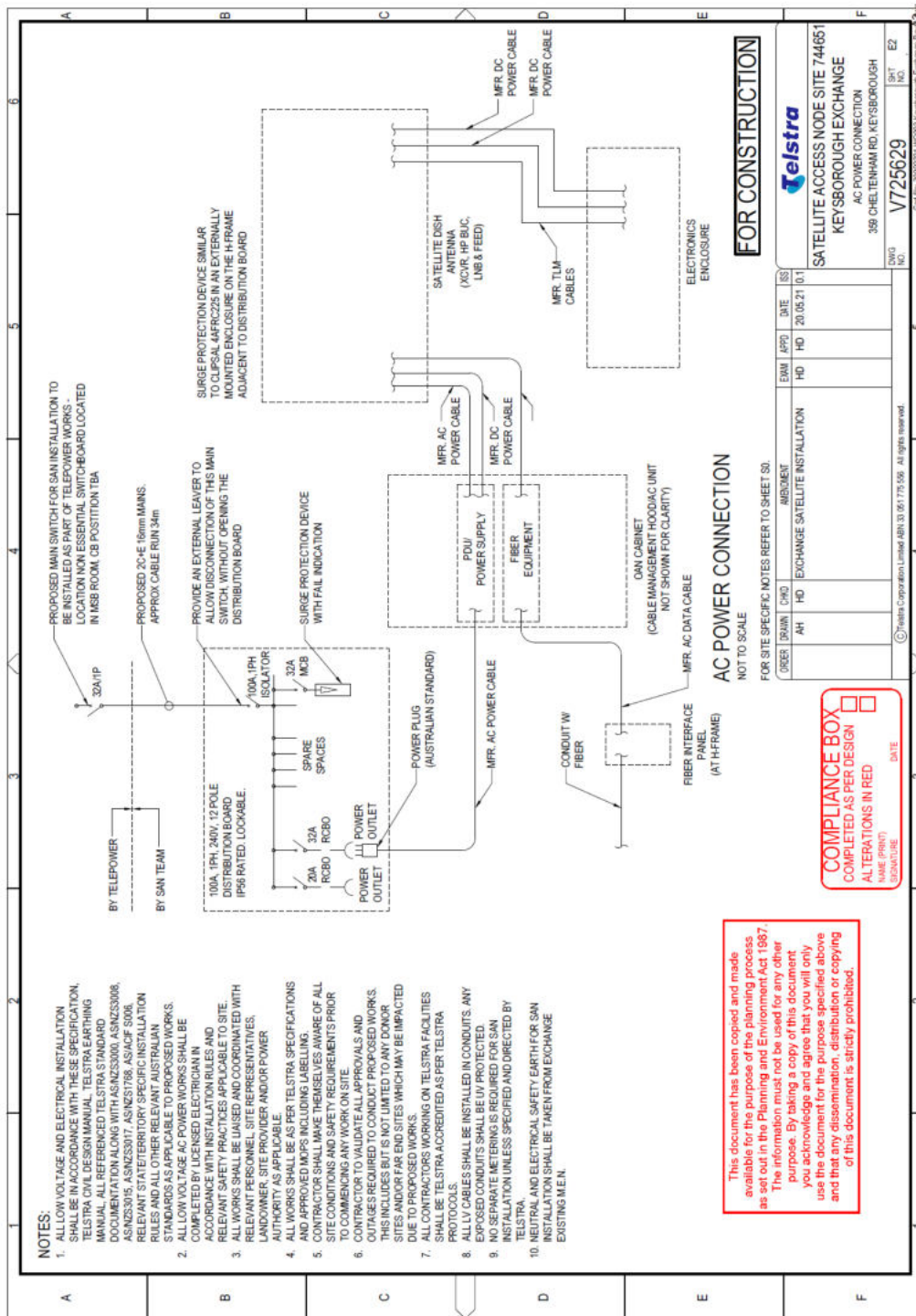
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



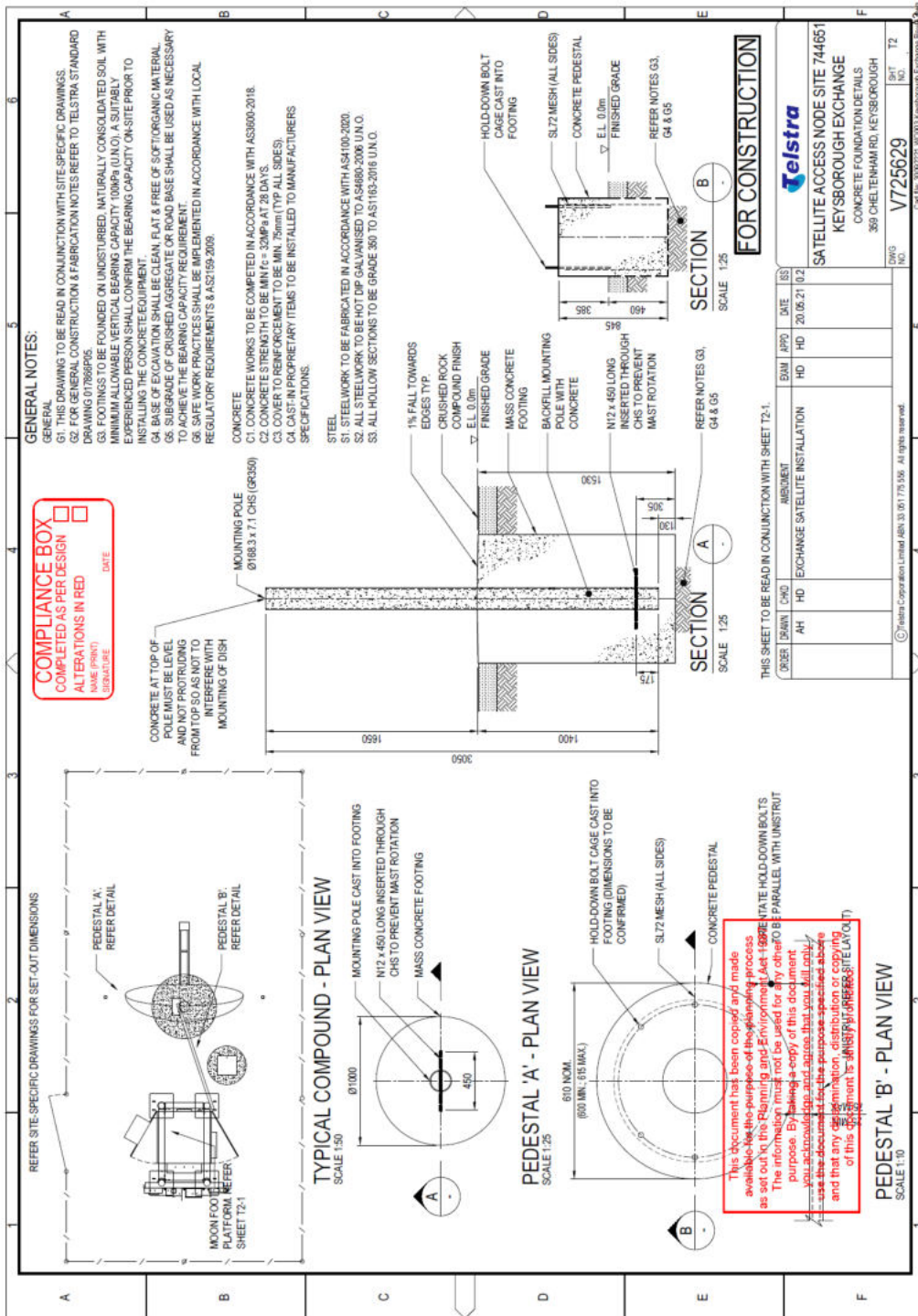
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



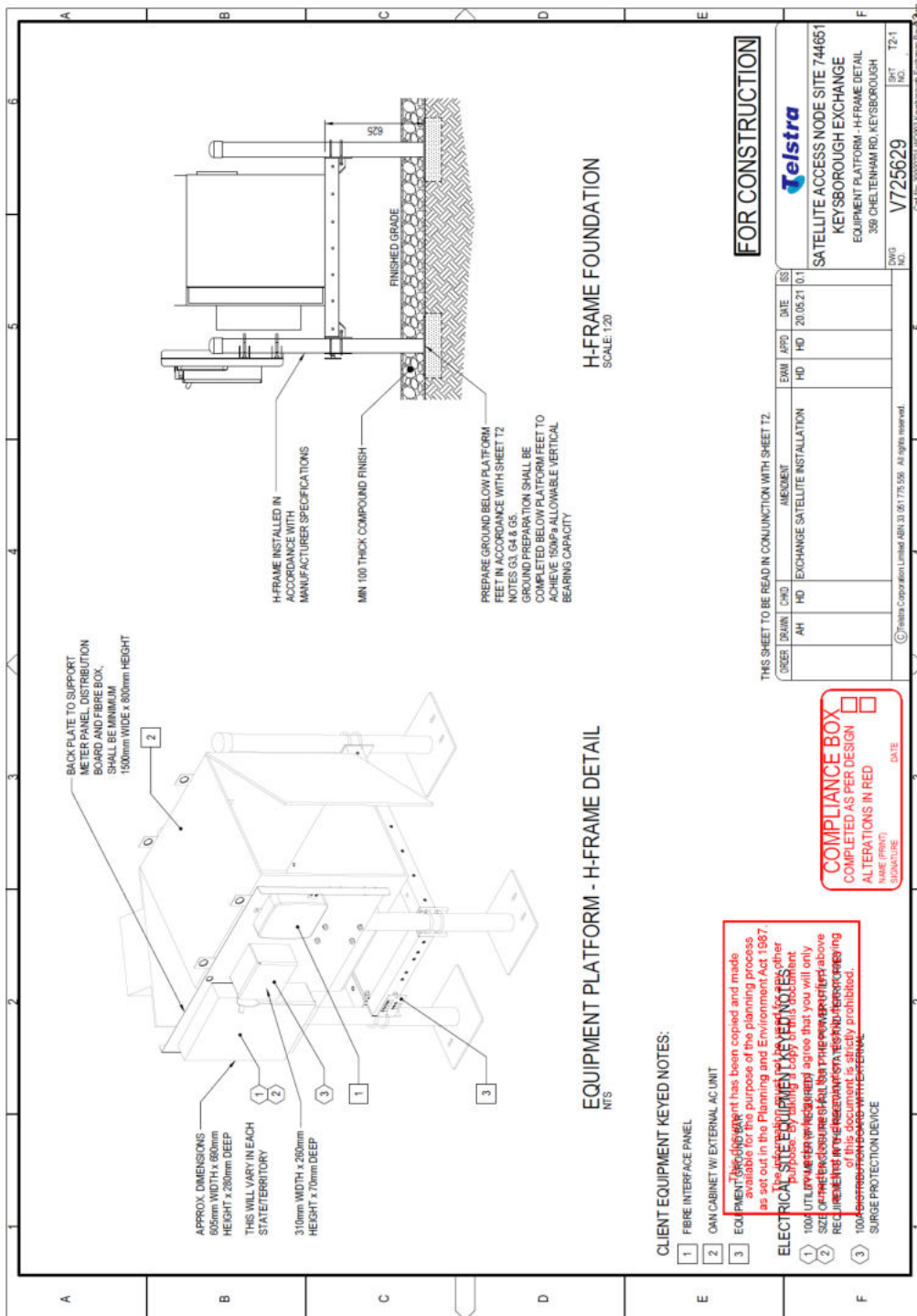
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



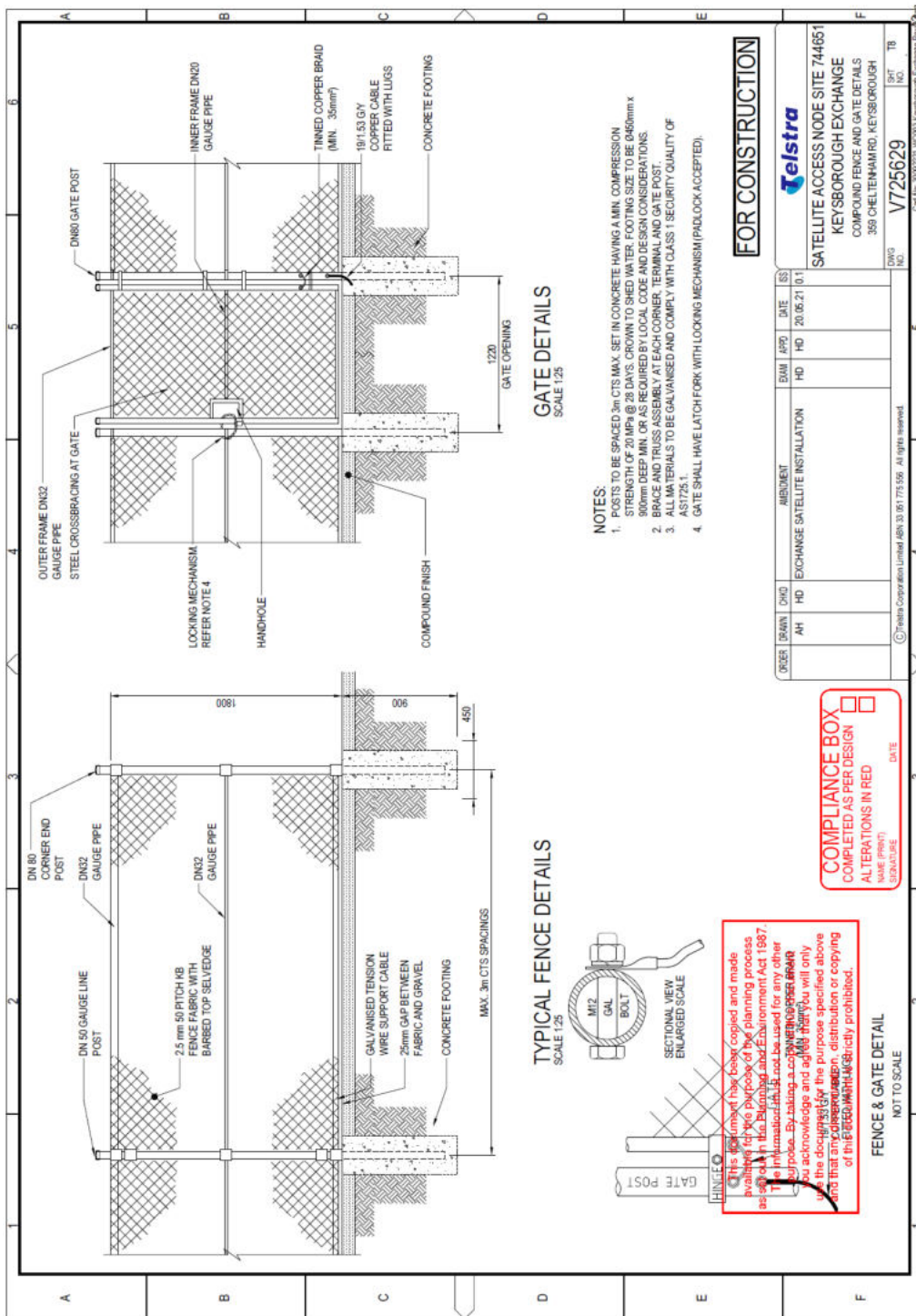
2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION – NO. 359-363 CHELTENHAM ROAD,
KEYSBOROUGH (PLANNING PERMIT APPLICATION NO. PLN21/0308)**

ATTACHMENT 2

LOCATION OF OBJECTORS

PAGES 2 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

2.3.3 Town Planning Application - No 359-363 Cheltenham Road, Keysborough (Planning Application No. PLN21/0308) (Cont.)



- Subject site
 - Location of objectors
- Melways Map 89D9 ↑ North

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)

File Id:	309215
Responsible Officer:	Director City Planning Design & Amenity
Attachments:	Submitted Plans Location of Objectors Clause 22.09 Assessment Clause 52.06 Assessment Clause 55 Assessment

Application Summary

Applicant:	Con Tsourounakis
Proposal:	Development of the land for four (4) double storey dwellings
Zone:	General Residential Zone – Schedule 1
Overlay:	Nil
Ward:	Cleeland

This application has been brought to a Council meeting as it has received three (3) objections.

The application proposes to develop the site for four (4) double storey dwellings.

A permit is required pursuant to Clause 32.08-6 of the Greater Dandenong Planning Scheme to construct two or more dwellings on a lot.

Objectors Summary

The application was advertised to the surrounding area through the erection of a notice on-site and the mailing of notices to adjoining and surrounding owners and occupiers. Three (3) objections were received to the application. Issues raised generally relate to matters of:

- Accessway location
- Overshadowing

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Assessment Summary

The site is located within an established residential area and is well suited for medium density housing given that the site is zoned for incremental change. The proposal seeks to provide a medium density development which is generally consistent with the emerging pattern of development and surrounding neighbourhood character. It is noted that the development complies with most of the design principles, as demonstrated in the attachments to this report.

The development is generally compliant with Clause 55, responding to site context and site circumstances, while respecting the existing and preferred neighbourhood character envisaged by Clause 22.09.

Recommendation Summary

As assessed, officers consider this proposal to be highly compliant with all of the relevant provisions of the Greater Dandenong Planning Scheme. All grounds of objection have been considered, and Council Officers are of the view that on balance, the proposal's degree of compliance with the Planning Scheme justifies that the application should be supported. Therefore, it is recommended that a **Notice of Decision** (which provides appeal rights to objectors) to grant a permit be issued subject to the conditions as set out in the recommendation.

If the application was to be appealed to VCAT, it is the officer's view that it is highly likely that VCAT would also issue a planning permit for this proposal.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Subject Site and Surrounds

Subject Site

- The subject site is located at the eastern end of King Street, in an established area of Dandenong
- The site has an area of 820 square metres
- The site is rectangular in shape and has a south-north orientation from the front to the rear boundary
- The land is not encumbered by any easements
- The site currently features on single-storey weatherboard dwelling
- The site is accessed by one single-width crossover to the west of the site's frontage
- There is an existing mature tree within the King Street road reserve in front of the site

Surrounding Area

- The subject site is located within an established residential area of Dandenong
- The built form in the area consists of a mix of older single storey detached dwellings, double-storey detached dwellings, single-storey multi-dwelling developments and double-storey multi-dwelling developments
- The adjoining site to the east contains two (2) double storey dwellings in tandem arrangement
- The adjoining sites to the north and west contain one single storey dwelling each
- Within the nearby area, there are numerous sites featuring developments of three to four dwellings on a lot
- The Dandenong Activity Centre is located approximately 650 metres to the southwest of the site (as the crow flies)

Locality Plan



2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Background

Previous Applications

A search of Council records revealed that Council has previously considered the following planning applications for the site:

PLN16/0591

- Application for “Development of the land for four (4) double storey dwellings”
- Lapsed at RFI stage on 21 February 2017

Proposal

The application proposes the development of the land for four (4) double storey dwellings.

Details of the proposal are as follows:

Type of proposal	Multi-dwelling development
Number of dwellings	Four (4)
Levels	Double storey
Height	Maximum height of 7.8 metres
Orientated to	King Street (Dwelling 1) and the internal accessway (Dwelling 2-4).
External materials	Ground floor: Face brickwork First floor: Render and horizontal cladding
Setbacks	The following setbacks are provided to each boundary (encompasses all dwellings); <u>Ground Floor</u> North (front): 7.6 metres East (side): Wall on boundary (WOB), then approx. 3.45 metres South (rear): WOB, then 2.05 metres. West (side): 2.05 metres

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

	<p><u>Upper Floor</u></p> <p>North (front): 7.75 metres</p> <p>East (side): 1.9 metres</p> <p>South (rear): 2.15 metres</p> <p>West (side): 2.15 metres</p>
Private open space (POS) type	<p>Dwelling 1</p> <p>116sqm of POS to the front of dwelling 1, as well as 43.2sqm of secluded private open space (SPOS), with a minimum of 30sqm of SPOS at a 5 metre minimum dimension with convenient access from the ground floor main living area.</p> <p>Dwelling 2</p> <p>65sqm of total POS, consisting of 48.9sqm of SPOS, with a minimum of 30sqm of SPOS at a 5 metre minimum dimension with convenient access from the ground floor main living area</p> <p>Dwelling 3</p> <p>65sqm of total POS, consisting of 49.7sqm of SPOS, with a minimum of 30sqm of SPOS at a 5 metre minimum dimension with convenient access from the ground floor main living area</p> <p>Dwelling 4</p> <p>64sqm of total POS, consisting of 49.5sqm of SPOS, with a minimum of 30sqm of SPOS at a 5 metre minimum dimension with convenient access from the ground floor main living area</p>
Number of bedrooms per dwelling	Two (2) bedrooms to each dwelling
Number of car parking spaces required	Four (4) (one (1) to each dwelling)
Number of car parking spaces provided	Four (4) (one (1) to each dwelling)
Type of car parking	One (1) single garage to each dwelling

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Access	One crossover is proposed to the east of the site's frontage, via King Street. The minimum width is 3 metres.
Front fence	No front fence is proposed.
Garden area required	287 square metres or 35%
Garden area provided	313.1 square metres or 38.1%

A copy of the submitted plans is included as Attachment 1.

Victorian Charter of Human Rights and Responsibilities

The Victorian Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to its contents.

Financial Implications

No financial resources are impacted by this report.

Planning Scheme and Policy Frameworks

Pursuant to the Greater Dandenong Planning Scheme, a planning permit is required:

- To construct two or more dwellings on a lot (Clause 32.08-6).

The relevant controls and policies are as follows:

Zoning Controls

The subject site is located in a General Residential Zone, as is the surrounding area.

The purpose of the General Residential Zone outlined at Clause 32.08-2 is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.08-6, a permit is required to construct two or more dwellings on a lot.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

The development must also provide a minimum garden area of 35% pursuant to Clause 32.08-4 as the lot is greater than 650 square metres in size.

It is noted that within Schedule 1 to the zone, varied requirements of Clause 55 are set out as follows:

- *Standard B6 (Minimum street setback) – As per B6 or 7.5 metres, whichever is less;*
- *Standard B9 (Permeability) – Minimum of 30%;*
- *Standard B13 (Landscaping) – 70% of ground level front setback, and side and rear setbacks, planted with substantial landscaping and canopy trees;*
- *Standard B28 (Private open space) – An area of 50 square metres of ground level, private open space, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling with a minimum area of 30 square metres, and a minimum dimension of 5 metres and convenient access from a living room; or a balcony with a minimum area of 10 square metres with a minimum width of 2 metres and convenient access from a living room; and*
- *Standard B32 (Front fence height) – Maximum 1.5 metre height in streets in Road Zone Category 1, 1.2 metre maximum height for other streets.*

Overlay Controls

No overlays affect the subject site or surrounding area.

Planning Policy Framework

The **Operation of the Planning Policy Framework** outlined at Clause 10 seeks to ensure that the objectives of planning in Victoria are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development. The objectives of Planning in Victoria are noted as:

- (a) To provide for the fair, orderly, economic and sustainable use, and development of land.*
- (b) To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*
- (c) To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*
- (d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
- (e) To protect public utilities and other facilities for the benefit of the community.*
- (f) To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e).*
- (g) To balance the present and future interests of all Victorians.*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

In order to achieve those objectives, there are a number of more specific objectives contained within the State Planning Policy Framework that need to be considered under this application.

Settlement (Clause 11)

Settlement is outlined at Clause 11, with Clause 11.02 relating to Managing Growth. The objective of this Clause include:

- *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Built Environment and Heritage (Clause 15)

Planning should promote excellence in the built environment and create places that:

- *Are enjoyable, engaging and comfortable to be in.*
- *Accommodate people of abilities, ages and cultures.*
- *Contribute positively to local character and sense of place.*
- *Reflect the particular characteristics and cultural identity of the community.*
- *Enhance the function, amenity and safety of the public realm.*

Housing (Clause 16)

Clause 16 – Housing – contains the following relevant objectives:

- *Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.*
- *Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.*
- *Planning for housing should include the provision of land for more affordable housing.*

Clause 16.01-3S – Housing Diversity – contains the following strategies:

- *Ensure housing stock matches changing demand by widening housing choice.*
- *Facilitate diverse housing that offers choice and meets changing household needs through:*
 - *A mix of housing types.*
 - *Adaptable internal dwelling design.*
 - *Universal design.*
- *Encourage the development of well-design medium-density housing that:*
 - *Respects the neighbourhood character.*
 - *Improves housing choice.*
 - *Makes better use of existing infrastructure.*
 - *Improves energy efficiency of housing.*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- *Support opportunities for a range of income groups to choose housing in well serviced locations.*
- *Ensure planning for growth areas provides for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.*

Clause 18 - Transport

Clause 18.01-1S - Land use and transport planning – contains the following relevant strategies:

- *Plan urban development to make jobs and community services more accessible by:*
 - *Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) includes the Municipal Strategic Statement (MSS) and Local Policies.

The MSS is contained within Clause 21 of the Scheme. The MSS at **Clause 21.02** focuses on the **Municipal Profile**, within which the following is noted:

- *There is considerable diversity within Greater Dandenong's housing stock. Most housing stock is between 30 to 50 years old, though there are some areas with dwellings in excess of 100 years old. Areas of newer housing are located in the north-east and central southern areas, with in-fill development occurring across the municipality (Clause 21.02-3).*
- *Higher density housing is generally located in proximity to railway stations and major shopping centres, in particular in central Dandenong (Clause 21.02-3).*
- *Whilst there is a clear pre-dominance of single detached dwellings, there are a range of other types of dwellings including dual occupancies, villa-units, town houses and apartments. The highest concentration of older villa units and apartments and more recent multi-unit redevelopments have occurred around central Dandenong, Springvale and Noble Park activity centres (Clause 21.02-4).*
- *With diverse cultural groups that call Greater Dandenong home, there are certain distinct precincts that are emerging that have their own character. Their built form is characterised by buildings with flat unarticulated facades, prominent balconies, limited frontage/side setbacks, limited or no landscaping (Clause 21.02-4).*

A **Vision for Greater Dandenong** is outlined at **Clause 21.03**. The vision is that Greater Dandenong will be a municipality where housing diversity and choice is promoted in its various attractive neighbourhoods.

The objectives and strategies of the MSS are under four (4) main themes including: land use; built form; open space and natural environment; and, infrastructure and transportation (considered individually under Clauses 21.04 to 21.07). Of particular relevance to this application are Clauses 21.04 – Land Use and 21.05 Built Form.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Clause 21.04-1 Housing and community

- *Greater Dandenong's population is expected to rise by 22 percent, from 147,000 to 179,000 in the decade to 2024, placing pressure on transport networks, infrastructure, services and public open space.*
- *Approximately 9,950 new households will need to be accommodated across the municipality by 2024 (Greater Dandenong Housing Strategy 2014-2024).*
- *Increases in housing density must be balanced by adequate provision of open space, good urban design and improvements to the public realm.*
- *Encourage the provision of housing that is adaptable to support the needs of the changing needs of present and future residents.*
- *Encourage new residential development that incorporates adequate space for the planting and the long term viability of safe retention of canopy trees.*
- *Respect the valued, existing neighbourhood character within incremental and minimal change areas.*

Clause 21.05-1 Urban Design, character, streetscapes and landscapes – contains the following relevant objectives and strategies:

- *To facilitate high quality building design and architecture.*
 - *Ensure building design is consistent with the identified future character of an area and fully integrates with surrounding environment.*
 - *Encourage high standards of building design and architecture, which allows for flexibility and adaptation in use.*
 - *Encourage innovative architecture and building design.*
 - *Encourage development to incorporate sustainable design elements that enhance occupant comfort and environmental performance*
- *To facilitate high quality development, which has regard for the surrounding environment and built form.*
 - *Promote views of high quality landscapes and pleasing vistas from both the public and private realm.*
 - *Promote all aspects of character – physical, environmental, social and cultural.*
 - *Encourage planting and landscape themes, which complement and improve the environment.*
 - *Encourage developments to provide for canopy trees.*
 - *Recognising valued existing neighbourhood character and promoting identified future character as defined in the Residential Development and Neighbourhood Character Policy at Clause 22.09.*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- *To protect and improve streetscapes*
 - *Ensure that new developments improve streetscapes through generous landscape setbacks and canopy tree planting.*
 - *Ensure landscaping within private property that complements and improves the streetscapes and landscaping of public areas.*
- *To ensure landscaping that enhances the built environment*
 - *Encourage new developments to establish a landscape setting, which reflects the local and wider landscape character.*
 - *Encourage landscaping that integrates canopy trees and an appropriate mix of shrubs and ground covers and complements and integrates with existing or proposed landscaping in public areas.*

Clause 22.09 – Residential Development & Neighbourhood Character Policy – contains the following objectives at Clause 22.09-2:

- *To guide the location and design of different types of residential development within Greater Dandenong, having regard to State and local planning policies, while respecting the valued characteristics and identified future character of residential neighbourhoods.*
- *To ensure that new residential development is consistent with the identified future character and preferred built form envisaged for the three Future Change Areas.*
- *To provide certainty about which areas are identified for, or protected from, increased residential development consistent with the purpose of the applicable zone.*
- *To facilitate high quality, well designed residential development and on-site landscaping.*
- *To promote a range of housing types to accommodate the future needs of the municipality's changing population.*
- *To ensure that residential development uses innovative, responsive and functional siting and design solutions that:*
 - *Achieve high quality internal amenity and private open space outcomes for future residents;*
 - *Make a positive contribution to the streetscape through quality design, contextual responsiveness and visual interest;*
 - *Promote public realm safety by maximising passive surveillance.*
 - *Demonstrate responsiveness to the site, adjoining interfaces, streetscape and landscape context;*
 - *Respect the amenity of adjoining residents and the reasonable development potential of adjoining properties;*
 - *Achieve environmentally sustainable design outcomes;*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- *Use quality, durable building materials that are integrated into the overall building form and façade; and*
- *Minimise the visual dominance of vehicle accessways and storage facilities, such as garages, car ports and basement entrances.*

Clause 22.09-3.1 (Design Principles) provides design principles, which apply to all Future Change Areas.

Clause 22.09-3.3 (Incremental Change Areas) provides design principles, some of which also relate to the variances to the requirements of standards to Clause 55 under the schedule to the General Residential Zone. The guidelines are as follows:

- *Preferred housing type – The preferred housing type for the Incremental Change Area is medium density.*
- *Building Height – The preferred maximum building height for land within the GRZ1 and GRZ2 is up to 2 storeys, including ground level.*
- *Landscaping – Residential development should use landscaping to create a landscaped character, particularly canopy trees in front and rear gardens; and to protect the outlook of adjoining properties.*
- *Setbacks, front boundary and width – Parking, paving and car access within the front boundary setback should be limited in order to maximise the opportunity for soft landscaping and prevent the over dominance of carport and garages in the street.*
- *Private Open Space – Residential development should provide secluded private open space at the side or rear of each dwelling to avoid the need for excessive screening or high front fencing.*
- *Bulk – Residential development should:*
 - *Ensure that the built form respects the scale of existing prevailing built form character and responds to site circumstances and streetscape;*
 - *Provide separation between dwellings at upper level;*
 - *Retain spines of open space at the rear of properties to maximise landscaping opportunities and protect private secluded open space;*
 - *Position more intense and higher elements of built form towards the front and centre of a site, transitioning to single storey elements to the rear of the lot.*
- *The rearmost dwelling on a lot should be single storey to ensure the identified future character of the area and the amenity of adjoining properties is respected by maximising landscaping opportunities and protecting adjoining private secluded open space.*
- *Two storey dwellings to the rear of a lot may be considered where:*
 - *The visual impact of the building bulk does not adversely affect the identified future character of the area;*
 - *Overlooking and/or overshadowing does not adversely affect the amenity of neighbouring properties;*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- *The building bulk does not adversely affect the planting and future growth of canopy trees to maturity;*
- *Sufficient side and rear boundary landscaping can be provided to screen adjoining properties;*
- *Upper storey components are well recessed from adjoining sensitive interfaces.*
- *Residential development should be well articulated through the use of contrast, texture, variation in forms, materials and colours.*

Particular Provisions

Car Parking (Clause 52.06)

The purposes of this provision, Clause 52.06, are:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-2 notes that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

The required spaces are identified in the table to Clause 52.06-5. Clause 52.06-3 further notes that a permit may be granted to reduce or waive the number of car spaces required by the table.

The table at Clause 52.06-5 notes that a dwelling with 1 or 2 bedrooms requires 1 car space and a dwelling with 3 or more bedrooms requires 2 spaces to each dwelling.

Car parking is to be designed and constructed in accordance with the requirements of Clause 52.06-9 and 52.06-11 of the Scheme.

Two or more dwellings on a lot and residential buildings (Clause 55)

Pursuant to Clause 55 of the Greater Dandenong Planning Scheme, the provisions of this Clause apply to an application:

- *To construct two or more dwellings on a lot.*

The purposes of this clause are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- *To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.*
- *To encourage residential development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage residential development that is responsive to the site and the neighbourhood.*

A development:

- *Must meet all of the objectives of this clause.*
- *Should meet all of the standards of this clause*

If a zone or a schedule to a zone specified a requirement of a standard different from a requirement set out in this clause, the requirement in the zone or a schedule to the zone applies.

General Provisions

Clause 65 – Decision Guidelines needs to be considered, as is the case with all applications. For this application the requirements of Clause 65.01 for the approval of an application or plan is of relevance. This Clause outlines the requirements that the responsible authority must consider when determining the application.

Proposed Planning Scheme Amendments

There are no proposed planning scheme amendments that are relevant to the application.

Restrictive Covenants

No restrictive covenants are registered on title.

Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. In accordance with the commitment in Council's Annual Plan, all applications are considered on their merits.

Diversity (Access & Equity)

It is not considered that the proposal raises any diversity issues affecting the planning assessment of this application.

Community Safety

It is considered that there would be no adverse community safety implications in permitting the proposal subject to strict conditions on any planning permit issued.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

Safe Design Guidelines

Consideration of the relevant requirements of these Guidelines has been undertaken within the Assessment of this application.

Referrals

The application was not required to be referred to any external referral authorities pursuant to Section 55 of the Planning and Environment Act 1987.

Internal

The application was internally referred to the below Council Departments for their consideration. The comments provided will be considered in the assessment of the application.

Internal Referrals	
Arborist	No objections, subject to conditions on permit.
Civil Development	No objections, subject to conditions on permit.
Transport Planning	No objections, subject to conditions on permit.
ESD	No objections, subject to conditions on permit.
Waste	No objections

Advertising

The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987, by:

- Sending notices to the owners and occupiers of adjoining land.
- Placing a sign on site facing King Street

The notification has been carried out correctly.

Council has received a total of three (3) objections to date, two of which were from the same property.

The location of the objectors is shown in Attachment 2.

Consultation

The application received three (3) objections, two (2) of which were from the same property which does not meet the threshold to conduct a consultative meeting, noting four (4) or more objections are required for a consultation meeting to be triggered.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Summary of Grounds of Submissions/Objections

The objections are summarised below (**bold**), followed by the Town Planner's Response (in *italics*).

- **That the accessway location (along the eastern side boundary) is out of character for King Street, on which sites generally feature the accessway along the western side boundary.**

While it is acknowledged that the sites to the immediate west of the subject site generally feature accessways to the western side, this is not considered to be a significant feature of the area's existing and preferred neighbourhood character. The relocation of the crossover and accessway from the western side to the eastern side of the site is not considered to have any significant adverse amenity impact on the adjoining sites. Further, the relocation of the crossover and the accessway is not considered to significantly detract from the neighbourhood character, noting that the proposed development is considered to respect the existing and preferred neighbourhood character in regards to siting, scale, bulk, setbacks and landscaping. The relocation of the accessway to the east also results in it abutting the accessway for the development to the east, providing a buffer to surrounding dwellings.

The application has been referred to Council's Arborist, Transport Department and Civil Development Department, who have not objected to the proposal or the relocation of the crossover, subject to conditions. A condition of permit (Condition 10) will require the existing vehicle crossover to be removed and the land, footpath and kerb and channel reinstated.

- **Overshadowing of adjoining properties, in particular No. 77 King Street**

The proposal complies with Clause 55.04-5 Standard B21 (Overshadowing Open Space) which requires neighbouring secluded private open space (SPOS) to receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. An assessment of the submitted shadow diagrams demonstrate that neighbouring SPOS to the west and east receive the minimum five hours of sunlight sought under this standard, consisting of the required 40 square metres with minimum dimension of 3 metres for the entire period between 9am-3pm, thus achieving compliance with Standard B21.

Assessment

The subject site is located within an established residential area. The site is well suited for medium density housing as it is located within close proximity to many community facilities. The provision of medium density housing is also consistent with the site's designation as an 'incremental change area' under Clause 22.09 of the Scheme.

The design of the dwellings is in keeping with the neighbourhood character and the first floor setbacks limit visual bulk impacts on adjacent properties and on the streetscape. Although the development is double storey throughout the site, this is considered acceptable due to the orientation and layout of the site, the setbacks and landscaping provided, and the existing neighbourhood character.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

The proposed development has also been assessed against the following provisions of the Planning Scheme:

- Clause 22.09 (full assessment attached as attachment 3);
- Clause 52.06 (full assessment attached as attachment 4); and
- Clause 55, including the variations contained in Schedule 1 to the General Residential Zone (full assessment attached as attachment 5).

The proposal complies with all requirements of these clauses except in the following instances, where variations, conditions or further discussion are required:

Clause 22.09-3.1 Safety

Relevant Design Principle:

- *Light communal spaces including main entrances and car parking areas with high mounted sensor-lights.*

The assessed plans do not show any security lighting. This could be required as a condition of any permit to be granted.

Clause 22.09-3.3 Bulk & Built Form

Relevant Design Principle:

- *Position more intense and higher elements of built form towards the front and centre of a site, transitioning to single storey elements to the rear of the lot.*

The proposed built form is respectful of the scale of existing prevailing character in the surrounding context, where 2 storey medium density development is evident (immediately next door at 2/81 King street has two double storey dwellings constructed). The proposal provides a minimum of 2.3m separation between dwellings 1-2 and 3-4 at the upper level ensuring a break in visual bulk when viewed from adjoining properties. The proposal also retains open space for landscaping and private open space, and ensures the visual impact of the building bulk does not adversely affect the identified future character of the area or result in any detrimental overlooking or overshadowing.

The proposal includes a double storey dwelling to the rear with setbacks of approximately 2m from the east, west and northern boundaries. In most circumstances, officers would not support upper floor setbacks such as this to the rear dwelling, however the setbacks to the eastern and northern boundary are considered acceptable in this instance for the following reasons:

- The northern elevation adjoins a large garage/workshop to the north, which significantly limits any views or adverse impacts from the double storey built form;
- The eastern elevation adjoins a dwelling that abuts the shared boundary and does not contain any habitable room windows directly facing the subject site. In addition, the POS for this adjoining dwelling is located in the north-east corner, away from the subject dwelling. As such, it is not

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

considered that the setback of the upper floor will have an unacceptable impact on this adjoining site;

- There are other double storey dwellings to the rear in the surrounding area that have limited setbacks to adjoining properties. As such, it is considered that the proposal will be consistent with the prevailing character of the surrounding area.

However, concern is raised in relation to the upper floor setback of Dwelling 4 to the west, which abuts the SPOS of the neighbouring dwelling. Given this sensitive interface a condition has been added requiring a minimum 3m upper floor setback from the western boundary for Dwelling 4.

Use

Pursuant to Clause 32.08-2 (General Residential Zone), a planning permit is not required for the use of the land for a dwelling.

Vegetation & Tree Impact (Site & Surrounds)

The development proposes the removal of the existing street tree in the road reserve. Council's Arborist has provided referral comments supporting the removal of the existing street tree due to the species of tree and its useful life expectancy, provided that the cost of removal and replacement is borne by the applicant. This will be included as a condition of permit.

A standard condition regarding Tree Protection Zones has been included (Condition 6) to implement the Arborist Report submitted with the application and protect trees on adjacent sites that will be impacted by the development.

Aboriginal Cultural Heritage Sensitivity

The site is not located within an area of Aboriginal Cultural Heritage Sensitivity.

Environmentally Sustainable Development

The proposal complies with the requirements of Clause 22.06 by providing a Sustainable Design Assessment (SDA), inclusive of a Built Environment Sustainability Scorecard (BESS).

The application was assessed against the Greater Dandenong Planning Scheme (Clause 21.05, 22.06, 22.09, 53.18), the Victorian 6-Star energy rating standard, the Greater Dandenong Sustainability Strategy (2016-30) and Climate Emergency Strategy (2020-30), and the Council Plan 2017-21.

The provided BESS score complies with a score of 57% for best practice encompassing the full life of the build and identifying the methods used for the best environmental performance outcome. Having regard to the sites opportunities and restraints, the proposal has included the necessary water tanks, and roof catchment areas, sufficient energy star ratings for fixtures, heating and cooling systems and the addition of double-glazed habitable room windows.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Council's ESD Department's assessment determined that the application satisfied Council's expectations for environmental sustainability, subject to conditions (contained under Condition 5) requiring a preliminary NatHERS certificate to validate energy rating inputs into the SDA and BESS, and revision of BESS Credits 2.1 and 2.2. The ESD Department have also requested the plans be updated to show the location of hot water systems (Condition 1.2).

BESS Information Summary		Project Overall Score: 57% (to be revised)		
Dwelling Type: Non-residential		Fail	Best Practice	Design Excellence
		(<49%)	(50-69%)	(>70%)
BESS Category	Score	Initiatives		
Management	33%			
		Initial thermal performance modelling undertaken (pending verification of NatHERS preliminary certificates)		
Water	50%			
		Rainwater tank capacity of 2,500L per dwelling connected to Toilet flushing and irrigation		
		High WELS star rated water fittings, fixtures and appliances		
		Potable water consumption reduced by 32% compared to same building following minimum standards.		
Energy	50%			
		Gas (6-star) hot water system supplied with solar booster.		
		Clotheslines provided in private open spaces for each dwelling.		
		Estimated greenhouse gas emissions reduced by 69% compared to compared to same building following minimum standards		
Stormwater	100%			
		Stormwater design meets industry best practice requirements though incorporation of rainwater collection.		

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Indoor Environment Quality	80%		
		Double glazing provided to all habitable rooms (to be specified on plans)	
		Majority of dwelling living areas orientated to the north	
Transport	100%		
		Space allocated for bicycle parking in P.O.S and/or Garage	
Waste	0%		
		Nil	
Urban Ecology	37%		
		28% of the site is vegetated or pervious	
Innovation	0%		
		Nil	

Conclusion

The proposed development of four (4) double storey dwellings is considered acceptable and is of an appropriate design response in terms of height, scale, setbacks, private open space, car parking and landscaping with minimal amenity impacts on the adjoining residential properties and surrounding area.

The application has been assessed against the relevant sections of the Greater Dandenong Planning Scheme, including the Planning Policy Framework, Local Planning Policy Framework and Municipal Strategic Statement as set out in this assessment. It is considered that the application complies with these policies and it is therefore recommended that the proposal is approved.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Recommendation

That Council resolves to issue a Notice of Decision to grant a permit in respect of the land known and described as 79 King Street DANDENONG VIC 3175, for the purpose of “Development of the land for four (4) double storey dwellings” in accordance with the plans submitted with the application subject to the following conditions:

- 1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended plans must be drawn to scale with dimensions and one (1) copy must be provided. The amended plans must be generally in accordance with the plans submitted and assessed with the application but modified to show:**
 - 1.1. The provision of sensor lights above garages and dwelling entries.**
 - 1.2. Location of solar hot water system**
 - 1.3. An annotation on the plans stating, “Letterboxes and all other structures (including visually obstructive fencing and landscaping) should be constructed to a maximum height of 900mm or relocated clear of a splayed area (2m x 2.5m) along the frontage road at access points in accordance with Dandenong Planning Scheme Clause 52.06-9.”**
 - 1.4 The provision of a minimum 3m upper floor setback from the western boundary of Dwelling 4**
 - 1.5. Any amendments required as a result of Condition 5.**
 - 1.6. The provision of tree protection measures shown on the plans in accordance with Condition 6.**

When approved, these plans will be endorsed and will form part of this permit.

- 2. Before the approved development starts, and before any trees or vegetation are removed, an amended landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended landscape plan must be prepared by a person or firm with suitable qualifications to the satisfaction of the Responsible Authority, drawn to scale with dimensions and one (1) copy must be provided. The amended landscape plan must be generally in accordance with the landscape plan submitted with the application but modified to show:**
 - 2.1. Plans to accord with Condition 1 of this permit;**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

2.2. The provision of tree protection measures shown on the plans in accordance with Condition 6.

When approved, the amended landscape plan will be endorsed and will form part of this permit.

The provisions, recommendations and requirements of the landscape plan must be implemented, maintained and complied with to the satisfaction of the Responsible Authority.

Landscaping in accordance with the endorsed landscaping plan and schedule must be completed before the building is occupied.

3. Except with the prior written consent of the Responsible Authority, the layout of the land and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified.
4. Except with the prior written consent of the Responsible Authority, the approved building must not be occupied until all buildings and works and the conditions of this permit have been complied with.
5. Prior to the endorsement of plans, the applicant is to submit a Revised Sustainable Design (SDA) Assessment to the satisfaction of the responsible authority. The revised SDA must be in accordance with the design initiatives and commitments included in the SDA (prepared by Northern Environmental Design) but modified to include the following:
 - 5.1. Provision of preliminary NatHERS certificates to validate energy rating inputs into SDA and BESS
 - 5.2. BESS IEQ Credit 2.2 – The proposed design does not sufficiently demonstrate the ability to achieve natural cross flow ventilation to all habitable rooms, in particular Unit 4. This credit must be removed.
 - 5.3. Waste Credit 2.1 may be claimed as specified in the SDA and on the plans.
 - 5.4. The SDA notes that tap and floor waste will be provided to each POS, however the credit has not been claimed in BESS and is not demonstrated on the plans. This reference should be removed from the SDA or alternatively updated on the plans and in BESS.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 6. Prior to the commencement of the development, all retained neighbouring trees must have a Tree Protection Zone (TPZ) fence installed, where their TPZ encroaches on the subject property, to the satisfaction of the Responsible Authority. All TPZ activities must meet the following requirements:**
 - 6.1. TPZ fence must be installed prior to the commencement of any demolition, excavation, tree removal, delivery of building/construction materials, temporary buildings and construction.**
 - 6.2. The TPZ fence shall not be removed until such works have been fully completed.**
 - 6.3. The TPZ fence must extend to the Tree Protection Zone, calculated as being a radius of 12 times the Diameter at Breast Height (DBH –measured at 1.4 metres above ground level as defined by the Australian Standard AS 4970.2009) or as close as practically possible without blocking footpaths, roads or existing driveways.**
 - 6.4. The TPZ must be mulched (100-150mm thick layer) in accordance with AS 4970-2009**
 - 6.5. If works are shown on any endorsed plans of this permit within the calculated TPZ, the Tree Protection Fencing must be taken in only the minimum amount necessary to allow the works to be completed.**
 - 6.6. Any excavation within the TPZ must be approved and supervised by a qualified Arborist.**
 - 6.7. Any roots encountered during supervised excavation must be documented with photographic evidence to the satisfaction of the Responsible Authority and only pruned at the discretion and direction of the qualified Arborist.**
 - 6.8. Areas within the TPZ must not be used:**
 - 6.8.1. for vehicular or pedestrian access, no trenching or soil excavation is to occur.**
 - 6.8.2. for storage or dumping of tools, equipment, materials or waste is to occur.**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

6.8.3. for storage of any vehicles, machinery, equipment or other materials.

- 7. The removal and replacement of the Council street tree within the King Street road reserve must be borne by the permit applicant. The street must not be removed until full replacement costs to the satisfaction of the Responsible Authority are paid to Council. The street tree must only be removed under the supervision of Council.**
 - 8. Provision must be made for the drainage of the site including landscaped and pavement areas, all to the satisfaction of the Responsible Authority.**
 - 9. Collected stormwater must be retained onsite and discharged into the drainage system at pre-development peak discharge rates as stated in the LPD approval letter. Approval of drainage plan including any retention system within the property boundary is required.**
 - 10. Before the approved building is occupied, all piping and ducting above the ground floor storey of the building, except downpipes, must be concealed to the satisfaction of the Responsible Authority.**
 - 11. A standard concrete vehicular crossing must be constructed to suit the proposed driveway in accordance with the Council's standard specifications. Any vehicle crossing no longer required must be removed and the land, footpath and kerb and channel reinstated, to the satisfaction of the Responsible Authority.**
 - 12. Except with the prior written consent of the Responsible Authority, floor levels shown on the endorsed plans must not be altered or modified.**
 - 13. Before the approved building is occupied, the development must be provided with external lighting capable of illuminating access to each garage, car parking space and pedestrian walkway. Lighting must be located, directed and shielded to the satisfaction of the Responsible Authority so as to prevent any adverse effect outside the land.**
 - 14. Before the approved building is occupied, the obscure glazing to the windows shown on the endorsed plans must be provided through frosted glass or similarly treated glass. Adhesive film or similar removable material must not be used.**
- All glazing must at all times be maintained to the satisfaction of the Responsible Authority.**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 15. Before the approved building is occupied, all boundary walls in the development must be constructed, cleaned and finished to the satisfaction of the Responsible Authority.**

- 16. This permit will expire if:**
 - 17.1. The development or any stage of it does not start within two (2) years of the date of this permit, or**

 - 17.2. The development or any stage of it is not completed within four (4) years of the date of this permit.**

Before the permit expires or within six (6) months afterwards the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

The owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date to complete the development or a stage of the development if:

- (a) the request for the extension is made within twelve (12) months after the permit expires; and**

- (b) the development or stage started lawfully before the permit expired.**

Permit Notes

- A Building Approval is required prior to the commencement of the approved development. This planning permit does not constitute any building approval.**

- Approval of any retention system within the property boundary is required by the relevant building surveyor.**

- A drainage plan approval fee is to be paid to Council prior to the issue of approved drainage plans. Please contact the Civil Development department for the current schedule of fees.**

- Before commencement of the development occurs, the applicant should contact the City of Greater Dandenong's Civil Development and Design Unit regarding legal point of discharge, new crossings, building over easements, etc.**

- As this is an established site, the proposed internal drainage should be connected to the existing legal point of discharge. The applicant may apply for local drainage information, if available; otherwise on-site verification should be undertaken by the applicant.**

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

- **A Vehicle Crossing Permit must be obtained from Council for all vehicular crossings prior to construction of the crossings. You may be required to apply for a Asset Protection Permit from Council's engineering services. Queries regarding engineering requirements can be directed to Council's general phone number on 8571 1000.**
- **No buildings or works shall be constructed over any easement without the written consent of the relevant authorities. This permit has been granted on the basis that consent to build over any easement will be obtained from the relevant authority. If consent is not able to be obtained, the development plan will be required to be amended.**
- **An application must be made with Council's Parks Department for the street tree removal. The street tree must only be removed by or under the supervision of the Council. Prior to removal of the tree the replacement cost must be paid to Council.**

MINUTE 417

Moved by: Cr Tim Dark

Seconded by: Cr Angela Long

That Council resolves to issue a Notice of Decision to grant a permit in respect of the land known and described as 79 King Street DANDENONG VIC 3175, for the purpose of "Development of the land for four (4) double storey dwellings" in accordance with the plans submitted with the application subject to the following conditions:

- 1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended plans must be drawn to scale with dimensions and one (1) copy must be provided. The amended plans must be generally in accordance with the plans submitted and assessed with the application but modified to show:**
 - 1.1. The provision of sensor lights above garages and dwelling entries.**
 - 1.2. Location of solar hot water system**
 - 1.3. An annotation on the plans stating, "Letterboxes and all other structures (including visually obstructive fencing and landscaping) should be constructed to a maximum height of 900mm or relocated clear of a splayed area (2m x 2.5m) along the frontage road at access points in accordance with Dandenong Planning Scheme Clause 52.06-9."**
 - 1.4 The provision of a minimum 3m upper floor setback from the western boundary of Dwelling 4**
 - 1.5. Any amendments required as a result of Condition 5.**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 1.6. The provision of tree protection measures shown on the plans in accordance with Condition 6.**

When approved, these plans will be endorsed and will form part of this permit.

- 2. Before the approved development starts, and before any trees or vegetation are removed, an amended landscape plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The amended landscape plan must be prepared by a person or firm with suitable qualifications to the satisfaction of the Responsible Authority, drawn to scale with dimensions and one (1) copy must be provided. The amended landscape plan must be generally in accordance with the landscape plan submitted with the application but modified to show:**

- 2.1. Plans to accord with Condition 1 of this permit;**

- 2.2. The provision of tree protection measures shown on the plans in accordance with Condition 6.**

When approved, the amended landscape plan will be endorsed and will form part of this permit.

The provisions, recommendations and requirements of the landscape plan must be implemented, maintained and complied with to the satisfaction of the Responsible Authority.

Landscaping in accordance with the endorsed landscaping plan and schedule must be completed before the building is occupied.

- 3. Except with the prior written consent of the Responsible Authority, the layout of the land and the size, design and location of the buildings and works permitted must always accord with the endorsed plan and must not be altered or modified.**
- 4. Except with the prior written consent of the Responsible Authority, the approved building must not be occupied until all buildings and works and the conditions of this permit have been complied with.**
- 5. Prior to the endorsement of plans, the applicant is to submit a Revised Sustainable Design (SDA) Assessment to the satisfaction of the responsible authority. The revised SDA must be in accordance with the design initiatives and commitments included in the SDA (prepared by Northern Environmental Design) but modified to include the following:**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 5.1. Provision of preliminary NatHERS certificates to validate energy rating inputs into SDA and BESS**
- 5.2. BESS IEQ Credit 2.2 – The proposed design does not sufficiently demonstrate the ability to achieve natural cross flow ventilation to all habitable rooms, in particular Unit 4. This credit must be removed.**
- 5.3. Waste Credit 2.1 may be claimed as specified in the SDA and on the plans.**
- 5.4. The SDA notes that tap and floor waste will be provided to each POS, however the credit has not been claimed in BESS and is not demonstrated on the plans. This reference should be removed from the SDA or alternatively updated on the plans and in BESS.**
- 6. Prior to the commencement of the development, all retained neighbouring trees must have a Tree Protection Zone (TPZ) fence installed, where their TPZ encroaches on the subject property, to the satisfaction of the Responsible Authority. All TPZ activities must meet the following requirements:**
 - 6.1. TPZ fence must be installed prior to the commencement of any demolition, excavation, tree removal, delivery of building/construction materials, temporary buildings and construction.**
 - 6.2. The TPZ fence shall not be removed until such works have been fully completed.**
 - 6.3. The TPZ fence must extend to the Tree Protection Zone, calculated as being a radius of 12 times the Diameter at Breast Height (DBH –measured at 1.4 metres above ground level as defined by the Australian Standard AS 4970.2009) or as close as practically possible without blocking footpaths, roads or existing driveways.**
 - 6.4. The TPZ must be mulched (100-150mm thick layer) in accordance with AS 4970-2009**
 - 6.5. If works are shown on any endorsed plans of this permit within the calculated TPZ, the Tree Protection Fencing must be taken in only the minimum amount necessary to allow the works to be completed.**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 6.6. Any excavation within the TPZ must be approved and supervised by a qualified Arborist.**
- 6.7. Any roots encountered during supervised excavation must be documented with photographic evidence to the satisfaction of the Responsible Authority and only pruned at the discretion and direction of the qualified Arborist.**
- 6.8. Areas within the TPZ must not be used:**
 - 6.8.1. for vehicular or pedestrian access, no trenching or soil excavation is to occur.**
 - 6.8.2. for storage or dumping of tools, equipment, materials or waste is to occur.**
 - 6.8.3. for storage of any vehicles, machinery, equipment or other materials.**
- 7. The removal and replacement of the Council street tree within the King Street road reserve must be borne by the permit applicant. The street must not be removed until full replacement costs to the satisfaction of the Responsible Authority are paid to Council. The street tree must only be removed under the supervision of Council.**
- 8. Provision must be made for the drainage of the site including landscaped and pavement areas, all to the satisfaction of the Responsible Authority.**
- 9. Collected stormwater must be retained onsite and discharged into the drainage system at pre-development peak discharge rates as stated in the LPD approval letter. Approval of drainage plan including any retention system within the property boundary is required.**
- 10. Before the approved building is occupied, all piping and ducting above the ground floor storey of the building, except downpipes, must be concealed to the satisfaction of the Responsible Authority.**
- 11. A standard concrete vehicular crossing must be constructed to suit the proposed driveway in accordance with the Council's standard specifications. Any vehicle crossing no longer required must be removed and the land, footpath and kerb and channel reinstated, to the satisfaction of the Responsible Authority.**

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

- 12. Except with the prior written consent of the Responsible Authority, floor levels shown on the endorsed plans must not be altered or modified.**
- 13. Before the approved building is occupied, the development must be provided with external lighting capable of illuminating access to each garage, car parking space and pedestrian walkway. Lighting must be located, directed and shielded to the satisfaction of the Responsible Authority so as to prevent any adverse effect outside the land.**
- 14. Before the approved building is occupied, the obscure glazing to the windows shown on the endorsed plans must be provided through frosted glass or similarly treated glass. Adhesive film or similar removable material must not be used.**

All glazing must at all times be maintained to the satisfaction of the Responsible Authority.

- 15. Before the approved building is occupied, all boundary walls in the development must be constructed, cleaned and finished to the satisfaction of the Responsible Authority.**

- 16. This permit will expire if:**

- 17.1. The development or any stage of it does not start within two (2) years of the date of this permit, or**

- 17.2. The development or any stage of it is not completed within four (4) years of the date of this permit.**

Before the permit expires or within six (6) months afterwards the owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date.

The owner or occupier of the land may in writing request the Responsible Authority to extend the expiry date to complete the development or a stage of the development if:

- (a) the request for the extension is made within twelve (12) months after the permit expires; and**
- (b) the development or stage started lawfully before the permit expired.**

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Permit Notes

- **A Building Approval is required prior to the commencement of the approved development. This planning permit does not constitute any building approval.**
- **Approval of any retention system within the property boundary is required by the relevant building surveyor.**
- **A drainage plan approval fee is to be paid to Council prior to the issue of approved drainage plans. Please contact the Civil Development department for the current schedule of fees.**
- **Before commencement of the development occurs, the applicant should contact the City of Greater Dandenong's Civil Development and Design Unit regarding legal point of discharge, new crossings, building over easements, etc.**
- **As this is an established site, the proposed internal drainage should be connected to the existing legal point of discharge. The applicant may apply for local drainage information, if available; otherwise on-site verification should be undertaken by the applicant.**
- **A Vehicle Crossing Permit must be obtained from Council for all vehicular crossings prior to construction of the crossings. You may be required to apply for a Asset Protection Permit from Council's engineering services. Queries regarding engineering requirements can be directed to Council's general phone number on 8571 1000.**
- **No buildings or works shall be constructed over any easement without the written consent of the relevant authorities. This permit has been granted on the basis that consent to build over any easement will be obtained from the relevant authority. If consent is not able to be obtained, the development plan will be required to be amended.**
- **An application must be made with Council's Parks Department for the street tree removal. The street tree must only be removed by or under the supervision of the Council. Prior to removal of the tree the replacement cost must be paid to Council.**

CARRIED

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION - No. 79 KING STREET, DANDENONG
(PLANNING APPLICATION No. PLN21/0236)**

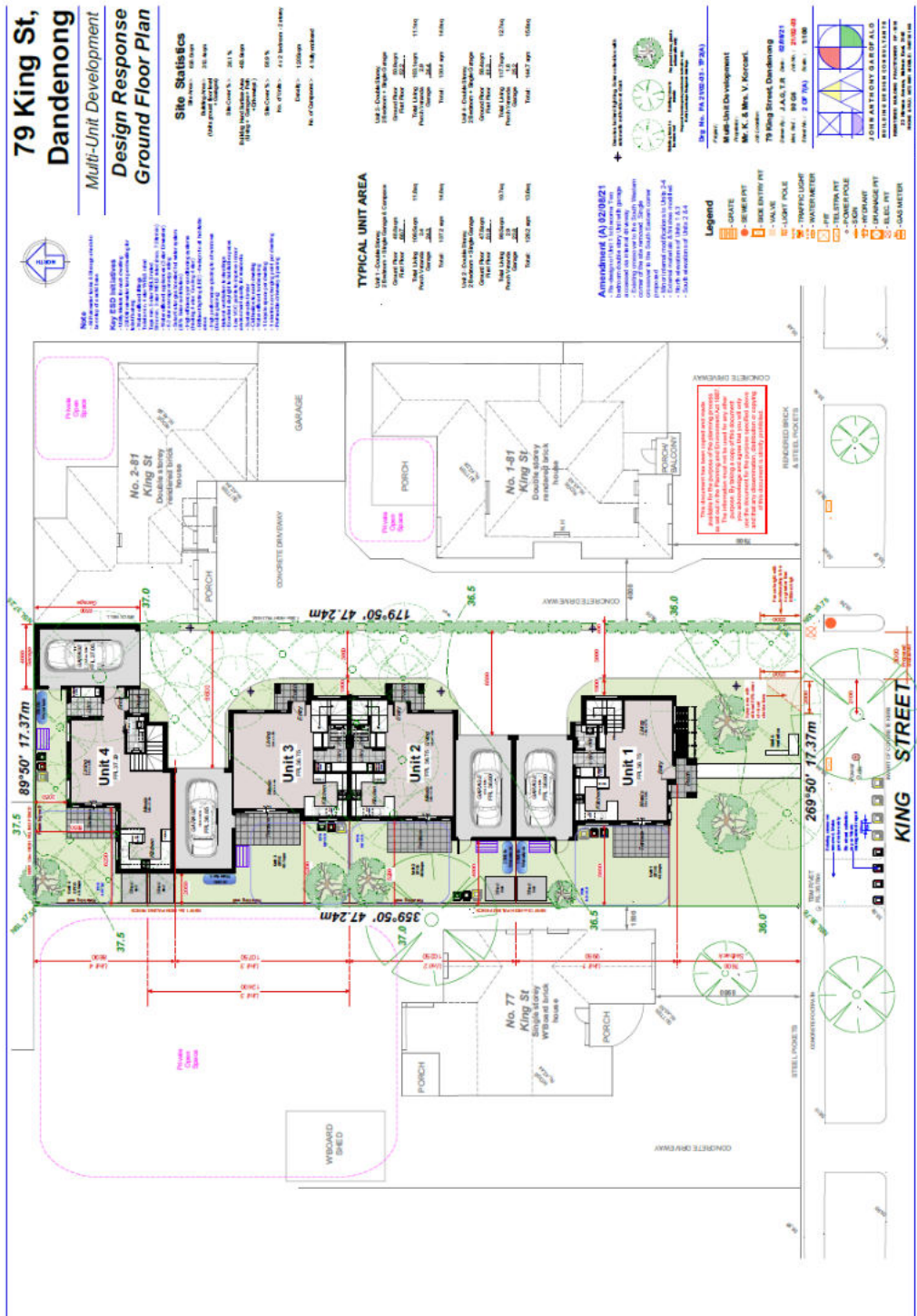
ATTACHMENT 1

SUBMITTED PLANS

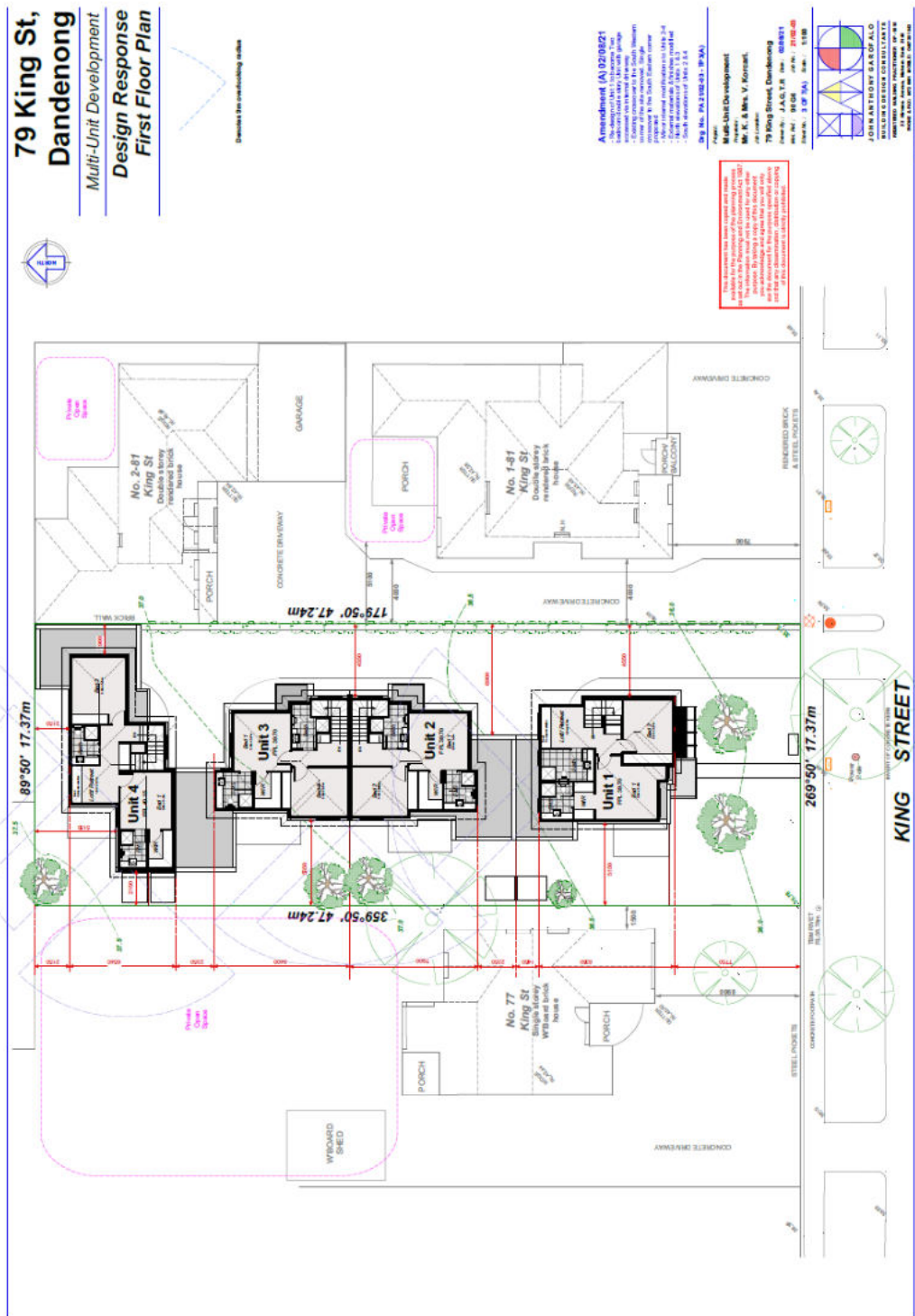
PAGES 9 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

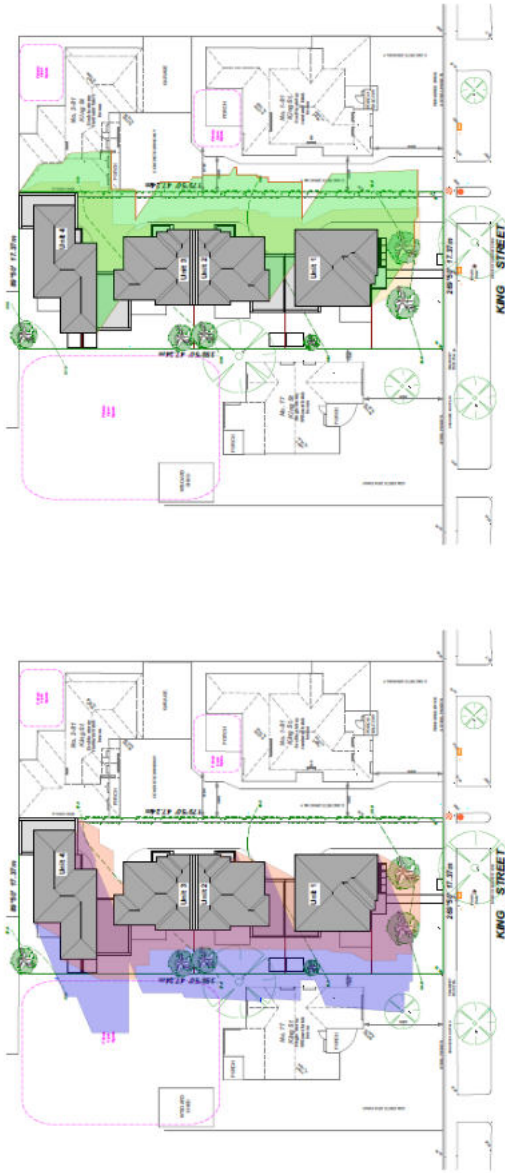


2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)



2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

**79 King St,
Dandenong**
Multi-Unit Development
Shadow Diagrams



SHADOW DIAGRAM 9am
Shadow Diagram for: Sept 22nd Equinox.

Shaded area indicates
shadows cast at
09:00 am, Sept. 22nd, at 15.00 pm.

SHADOW DIAGRAM 11pm
Shadow Diagram for: Sept 22nd Equinox.

Shaded area indicates
shadows cast at
11:00 pm, Sept. 22nd, at 11.00 pm.

SHADOW DIAGRAM 1pm
Shadow Diagram for: Sept 22nd Equinox.

Shaded area indicates
shadows cast at
01:00 pm, Sept. 22nd, at 1.00 pm.

SHADOW DIAGRAM 3pm
Shadow Diagram for: Sept 22nd Equinox.

Shaded area indicates
shadows cast at
03:00 pm, Sept. 22nd, at 3.00 pm.

Amendment (A) B0/021
The object of this provision is to ensure that the proposed development is consistent with the objectives of the relevant planning scheme and the relevant provisions of the planning scheme.
The object of this provision is to ensure that the proposed development is consistent with the objectives of the relevant planning scheme and the relevant provisions of the planning scheme.
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Doc No. PL 2021/0236 (TMA)
Project:
Multi-Unit Development
Applicant:
Mr. K. & Mrs. V. Kerest.
79 King Street, Dandenong
Submitted by:
JACYS
Date: 22/03/2021
Drawing No.: 4/07/196
Scale: 1:200

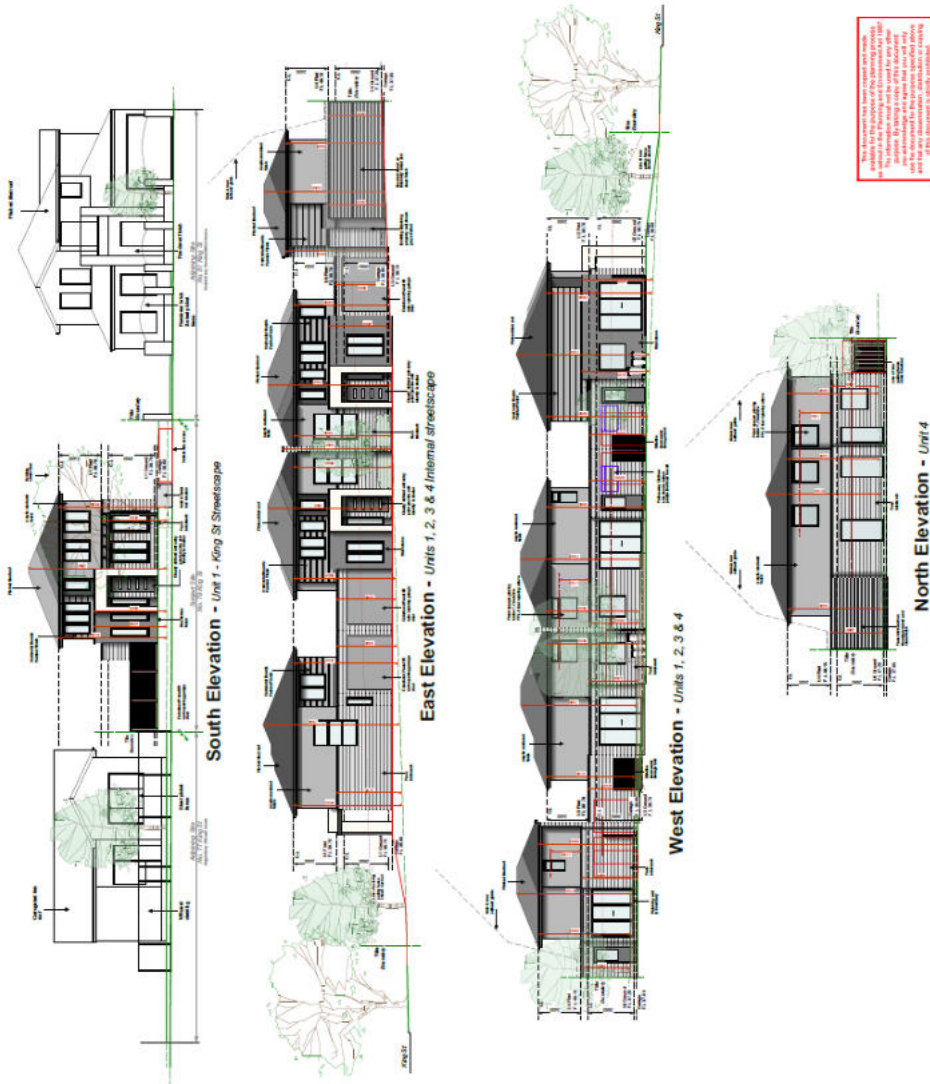


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2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

**79 King St,
 Dandenong**

**Multi-Unit Development
 Streetscape &
 Elevations**



FINISHES SCHEDULE

FINISH	DESCRIPTION
1.0	CONCRETE
2.0	PAINT
3.0	GLASS
4.0	WOOD
5.0	STONE
6.0	ROOFING
7.0	LANDSCAPING
8.0	MECHANICAL
9.0	ELECTRICAL
10.0	PLUMBING
11.0	HEATING
12.0	Cooling
13.0	Lighting
14.0	Acoustic
15.0	Fire
16.0	Security
17.0	Accessibility
18.0	Other

Amendment (A) 92/0821
 This document is a design proposal only. It is not intended to be used for any other purpose. It is the responsibility of the client to ensure that the design is suitable for the intended use and that all necessary approvals are obtained. The client should consult with their architect and other professionals to ensure that the design is suitable for the intended use and that all necessary approvals are obtained.

Project: Multi-Unit Development
Architect: M. K. & Mrs. V. K. K. K.
79 King Street, Dandenong
STATEMENT OF WORK
DATE: 2021-03-28
PROJECT NO.: 2102-00
SCALE: 1:100 (A3)
DATE: 2021-03-28

STATEMENT OF WORK
 This document is a design proposal only. It is not intended to be used for any other purpose. It is the responsibility of the client to ensure that the design is suitable for the intended use and that all necessary approvals are obtained. The client should consult with their architect and other professionals to ensure that the design is suitable for the intended use and that all necessary approvals are obtained.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)

**79 King St,
 Dandenong**
 Multi-Unit Development
 Streetscape &
 Elevations



FINISHES SCHEDULE

1. EXTERIOR WALLS	2. EXTERIOR ROOFING	3. EXTERIOR FLOORING	4. EXTERIOR PAINT
5. EXTERIOR GLAZING	6. EXTERIOR METALS	7. EXTERIOR LIGHTING	8. EXTERIOR SIGNAGE
9. EXTERIOR LANDSCAPING	10. EXTERIOR FURNITURE	11. EXTERIOR ACCESSORIES	12. EXTERIOR FINISHES

Amendment (A) 02/0023
 This document is a revision of the original design and should be read in conjunction with the original design. It is intended to provide a more detailed and accurate representation of the proposed development. The original design is hereby withdrawn.

Prepared by: Urban Development
 Project: 79 King Street, Dandenong
 Client: JAGS Pty Ltd
 Date: 20/03/2022
 Scale: 1:100



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2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)

1. GRASSES/GROUNDCOVER
 PLANTING DETAIL
 120 scale
 section

2. ADVANCED TREE IN
 PLANTING BED DETAIL
 120 scale
 section

3. SHRUB PLANTING IN
 GARDEN BED DETAIL
 120 scale
 section

1. PLANTING SPECIFICATIONS (BASED ON RECOMMENDATIONS FROM PLANTINGZONES)

- Planting zones shall be based on the following criteria:
 - Planting zone 1: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 2: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 3: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 4: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 5: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 6: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 7: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 8: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 9: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 10: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 11: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 12: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 13: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 14: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 15: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 16: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 17: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 18: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 19: Plants to be planted in the planting zone shall be planted in the planting zone.
 - Planting zone 20: Plants to be planted in the planting zone shall be planted in the planting zone.

Unit 1: 269'50" x 71'37m
 Unit 2: 359'50" x 47'24m
 Unit 3: 371'0" x 47'24m
 Unit 4: 89'50" x 17'37m

King Street

TABLE 1: PLANTING SPECIFICATIONS

Code	Plant Growth Name	Current Name	Height (mm)	Width (mm)	Top Size	Total
1	Grasses/Groundcover	Grasses/Groundcover	150	150	150	4
2	Advanced Tree	Advanced Tree	4000	4000	4000	4
3	Shrub	Shrub	2000	2000	2000	27
4	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
5	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
6	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
7	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
8	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
9	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
10	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
11	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
12	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
13	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
14	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
15	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
16	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
17	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
18	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
19	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3
20	Grasses/Groundcover	Grasses/Groundcover	150	150	150	3

Richard J. Dare
 Director of Planning and Development
 Greater Dandenong City Council
 100 King Street, Dandenong VIC 3175
 Phone: (03) 9592 2222
 Email: rj.dare@ddc.vic.gov.au

Project: 79 KING STREET, DANDENONG

Client: A.S. CORPORATION

Scale: 1:100 (R.A.)

Date: 22/03/2022

Author: Richard J. Dare

Checker: Richard J. Dare

Drawn: Richard J. Dare

Project No: 21/0236

Sheet No: 1/1

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**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION - No. 79 KING STREET, DANDENONG
(PLANNING APPLICATION No. PLN21/0236)**

ATTACHMENT 2

LOCATION OF OBJECTORS



PAGES 2 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**



Map Legend:

Subject Site	
Location of objectors	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION - No. 79 KING STREET, DANDENONG
(PLANNING APPLICATION No. PLN21/0236)**

ATTACHMENT 3

CLAUSE 22 ASSESSMENT

PAGES 11 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Assessment Table for Clause 22

Clause 22.09-3.1 Design Principles for all residential developments

Title / Objective	Principles	Principle met/Principle not met/NA
Safety	<p>To encourage the provision of safer residential neighbourhoods, new development should enable passive surveillance through designs that:</p> <p>Incorporate active frontages including ground floor habitable room windows.</p> <p>Maximise the number of habitable room windows on all levels of residential buildings that overlook the public realm, streets, laneways, internal access ways and car parking areas.</p> <p>Use semi-transparent fences to the street frontage.</p> <p>Light communal spaces including main entrances and car parking areas with high mounted sensor-lights.</p> <p>Ensure that all main entrances are visible and easily identifiable from the street.</p> <p>Locate non-habitable rooms such as bathrooms, away from entrances and street frontage.</p>	<p>Principle met/Principle not met/NA</p> <p>✓ Principle met Dwelling 1 features numerous ground floor habitable room windows that overlook the street and create an active frontage.</p> <p>✓ Principle met All dwellings feature windows at both the ground and upper floor that overlook the accessway.</p> <p>✓ Principle met No front fence is proposed.</p> <p>✓ Principle met via condition The proposal includes bollard lighting along the accessway. A condition of permit will require garages to be provided with high mounted sensor lights.</p> <p>✓ Principle met The main entrance to the development is easily identifiable from King Street.</p> <p>✓ Principle met Non-habitable rooms are generally located away from entrances and street frontages. While Dwelling 4's entrance features a powder room adjacent the entry, this considered appropriate for efficient use of space and in order to orient the main living areas towards the north.</p>
Landscaping	Residential development should:	

If the details of the attachment are unclear please contact Governance on 8571 5309.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

<p>Provide substantial, high quality on-site landscaping, including screen planting and canopy trees along ground level front and side and rear boundaries.</p>	<p>✓ Principle met The proposal provides substantial, high quality on-site landscaping, including screen planting and canopy trees along ground level front and side and rear boundaries.</p>
<p>Provide substantial, high quality landscaping along vehicular accessways.</p>	<p>✓ Principle met Landscaping is proposed along the accessway.</p>
<p>Include the planting of at least one substantial canopy tree to each front setback and ground level secluded private open space area.</p>	<p>✓ Principle met The landscape plan includes the planting of at least one substantial canopy tree to each front setback and ground level secluded private open space area.</p>
<p>Planting trees that are common to and perform well in the area.</p>	<p>✓ Principle met The landscape plan includes plants that are common to and perform well in the area, including numerous native species.</p>
<p>Avoid the removal of existing mature trees by incorporating their retention into the site design.</p>	<p>✓ Principle met The site does not feature any existing mature canopy trees. There is a mature tree within the road reserve that is sought to be removed in lieu of the proposed accessway – this outcome is supported by Council's referral arborist/Bushland and Gardening Department, provided the removal and replacement is at the applicant's cost.</p>
<p>Use landscaping to soften the appearance of the built form when viewed from the street and to respect the amenity of adjoining properties.</p>	<p>✓ Principle met Landscaping has been used within the front setback and western side setback to soften the appearance of built form when viewed from the street and adjoining properties.</p>
<p>Ensure that landscaping also addresses the Safety Design Principles.</p>	<p>✓ Principle met The landscaping is consistent with the Safety Design Principles.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Canopy trees should be planted in well proportioned setbacks/private open space that are sufficient to accommodate their future growth to maturity.</p> <p>Landscaping should minimise the impact of increased storm water runoff through water sensitive urban design and reduced impervious surfaces.</p> <p>Landscaping should be sustainable, drought tolerant, and include indigenous species and be supported through the provision of rainwater tanks.</p> <p>The existing level of on-street car parking should be maintained by avoiding second crossovers on allotments with frontage widths less than 17 metres.</p> <p>On-site car parking should be:</p> <ul style="list-style-type: none"> • Well integrated into the design of the building, • Generally hidden from view or appropriately screened where necessary, • Located to the side or rear of the site so as to not dominate the streetscape and to maximise soft landscaping opportunities at ground level. <p>Where car parking is located within the front setback it should be:</p> <ul style="list-style-type: none"> • Fully located within the site boundary, and • Capable of fully accommodating a vehicle between a garage or carport and the site boundary. <p>Developments with basement car parking should consider flooding concerns where applicable.</p>	<p>✓ Principle met The location of canopy trees is suitable to accommodate their growth to maturity.</p> <p>✓ Principle met The landscaping considers water sensitive urban design and provides 41.1% of the site as permeable surfaces.</p> <p>✓ Principle met The landscaping is supported by the provision of rain water tanks and includes indigenous species.</p> <p>✓ Principle met Only one crossover is proposed.</p> <p>✓ Principle met On-site car parking is well integrated into the design of the dwellings and generally hidden from view from the street.</p> <p>✓ Principle met No parking is proposed within the front setback.</p> <p>✓ Principle met No basements are proposed.</p>
<p>Setbacks, front boundary and width</p>	<p>Residential developments should:</p> <p>Provide a front setback with fence design and height in keeping with the predominant street pattern.</p> <p>Maintain the apparent frontage width pattern.</p>	<p>✓ Principle met No front fence is proposed.</p> <p>✓ Principle met The apparent frontage width pattern is maintained.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Provide appropriate side setbacks between buildings to enable screen planting where required, and at least one generous side setback to enable the retention of trees and/or the planting and future growth of trees to maturity.</p> <p>Provide open or low scale front fences to allow a visual connection between landscaping in front gardens and street tree planting.</p>	<p>✓ Principle met The proposal provides a generous western side setback to allow for the planting and growth of new canopy trees to maturity.</p> <p>✓ Principle met No front fence is proposed. Front setback landscaping will be fully viewable from the streetscape.</p>
<p>Private open space</p>	<p>All residential developments should provide good quality, useable private open space for each dwelling directly accessible from the main living area.</p> <p>Ground level private open space areas should be able to accommodate boundary landscaping, domestic services and outdoor furniture so as to maximise the useability of the space.</p> <p>Private open space should be positioned to maximise solar access.</p> <p>Upper floor levels of the same dwelling should avoid encroaching secluded private open space areas to ensure the solar access, useability and amenity of the space is not adversely affected.</p> <p>Upper level dwellings should avoid encroaching the secluded private open space of a separate lower level dwelling so as to ensure good solar access and amenity for the lower level dwelling.</p>	<p>✓ Principle met All dwellings' SPOS areas are located with convenient access from the ground floor living areas.</p> <p>✓ Principle met The ground level SPOS areas are sufficient in size to accommodate boundary landscaping, domestic services and outdoor furniture.</p> <p>✓ Principle met The SPOS areas have been positioned to maximise solar access and feature northern and western aspects.</p> <p>✓ Principle met Upper levels of the dwellings do not encroach upon that dwelling's SPOS area.</p> <p>✓ Principle met Upper levels of dwellings do not encroach upon the SPOS areas of separate lower level dwellings.</p>
<p>Bulk & Built Form</p>	<p>All residential developments should respect the dominant façade pattern of the streetscape by:</p> <ul style="list-style-type: none"> Using similarly proportioned roof forms, windows, doors and verandahs; and Maintaining the proportion of wall space to windows and door openings. 	<p>✓ Principle met The development respects the dominant façade pattern of the streetscape by using similarly proportioned roof forms, windows, doors and verandahs, and by maintaining the proportion of wall space to windows and door openings.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Balconies should be designed to reduce the need for screening from adjoining dwellings and properties.</p> <p>The development of new dwellings to the rear of existing retained dwellings is discouraged where:</p> <ul style="list-style-type: none"> • The siting of the retained dwelling would not enable an acceptable future site layout for either the proposed or future dwelling; or • The retention of the existing dwelling detracts from the identified future character. <p>On sites adjacent to identified heritage buildings, infill development should respect the adjoining heritage by:</p> <ul style="list-style-type: none"> • Not exceeding the height of the neighbouring significant building; • Minimising the visibility of higher sections of the new building; and • Setting higher sections back at least the depth of one room from the frontage. 	<p>✓ Principle met N/A – no balconies are proposed.</p> <p>✓ Principle met N/A – the existing dwelling is not sought to be retained.</p> <p>N/A – there are no adjacent heritage sites and/or buildings.</p>
<p>Site Design</p>	<p>Residential development should:</p> <p>Preserve the amenity of adjoining dwellings through responsive site design that considers the privacy, solar access and outlook of adjoining properties.</p> <p>Maximise thermal performance and energy efficiency of the built form by addressing orientation, passive design and fabric performance</p> <p>Ensure that building height, massing articulation responds sensitively to existing residential interfaces, site circumstances, setbacks and streetscape and reduces the need for screening.</p>	<p>✓ Principle met The development preserves the amenity of adjoining dwellings through responsive site design that considers the privacy, solar access and outlook of adjoining properties.</p> <p>✓ Principle met The development maximises thermal performance and energy efficiency of the built form by addressing orientation, passive design and fabric performance. This is demonstrated by the initiatives detailed in the Sustainable Design Assessment submitted with the application.</p> <p>✓ Principle met Building height, massing articulation responds sensitively to existing residential interfaces, site circumstances, setbacks and streetscape and reduces the need for screening. The proposal has provided landscaped setbacks to the west side and the rear, which are considered to be the site's most sensitive interfaces.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Provide sufficient setbacks (including the location of basements) to ensure the retention of existing trees and to accommodate the future growth of new trees.</p> <p>Provide suitable storage provisions for the management of operational waste</p> <p>Appropriately located suitable facilities to encourage public transport use, cycling and walking.</p>	<p>✓ Principle met Sufficient setbacks are provided that are able to accommodate the growth of new trees to maturity.</p> <p>✓ Principle met Suitable storage provisions have been provided for the management of waste.</p> <p>✓ Principle met Future residents will be able to walk and cycle from the site.</p>
<p>Materials & Finishes</p>	<p>Residential development should:</p> <p>Use quality, durable building materials and finishes that are designed for residential purposes.</p> <p>Avoid the use of commercial or industrial style building materials and finishes.</p> <p>Avoid using materials such as rendered cement sheeting, unarticulated surfaces and excessive repetitive use of materials.</p> <p>Use a consistent simple palette of materials, colours finishes and architectural detailing.</p> <p>Maximise the ongoing affordability and sustainability of residential developments through the selection of low maintenance, resource and energy efficient materials and finishes that can be reasonably expected to endure for the life of the building.</p>	<p>✓ Principle met The materials/finishes proposed are suitable for residential use and purposes.</p> <p>✓ Principle met Commercial or industrial style building materials and finishes are not proposed to be used.</p> <p>✓ Principle met The development avoids unarticulated surfaces and excessive repetitive use of materials.</p> <p>✓ Principle met The proposed development uses a simple palette of materials and colours.</p> <p>✓ Principle met The proposed materials can reasonably be expected to endure for the life of the buildings.</p>
<p>Domestic services normal</p>	<p>In order to minimise the impact of domestic and building services on the streetscape, adjacent properties, public realm and amenity of future residents, new residential development should:</p>	

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

<p>To a dwelling and Building services</p>	<p>Ensure that all domestic and building services are visually integrated into the design of the building and appropriately positioned or screened so as to not be seen from the street or adjoining properties.</p> <p>Be designed to avoid the location of domestic and building services:</p> <ul style="list-style-type: none"> • Within secluded private open space areas, including balconies; and • Where they may have noise impacts on adjoining habitable rooms and secluded private open space areas. 	<p>✓ Principle met Domestic and building services are visually integrated into the design and appropriately positioned so as to not be seen from the street or adjoining properties.</p> <p>✓ Principle met Domestic and building services are located outside of each dwellings' primary SPOS area.</p>
<p>Internal Amenity</p>	<p>Residential development should:</p> <p>Ensure that dwelling layouts have connectivity between the main living area and private open space.</p> <p>Be designed to avoid reliance on borrowed light to habitable rooms.</p> <p>Ensure that balconies and habitable room windows are designed and located to reduce the need for excessive screening.</p> <p>Ensure that dwellings without ground level main living areas meet the Standards of Clauses 55.03-5, 55.04-1, 6 & 7, 55.05-3, 4 & 5.</p>	<p>✓ Principle met All dwellings have good connectivity between the main living area and SPOS.</p> <p>✓ Principle met No habitable rooms rely on borrowed light.</p> <p>✓ Principle met Habitable room windows have been located to reduce the need for excessive screening.</p> <p>✓ Principle met N/A – reverse living is not proposed.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Clause 22.09-3.3 Design principles for Incremental Change Areas – General Residential Zone (GRZ)	
Titles & Objectives	Principles
Preferred housing type	<p>The preferred housing type for the Incremental Change Area is medium density.</p> <p>Principle met/Principle not met/NA ✓ Principle met The proposal results in a density of four (4) dwellings on the site, and a yield of three (3) dwellings. This is considered to be an incremental change in density, as is appropriate for the GRZ.</p>
Building Height	<p>The preferred maximum building height for land within the GRZ1 and GRZ2 is up to 2 storeys, including ground level.</p> <p>Principle met ✓ Principle met The development is for four (4) double storey dwellings.</p>
Landscaping	<p>Residential development should use landscaping to create a landscaped character, particularly canopy trees in front and rear gardens; and to protect the outlook of adjoining properties</p> <p>Principle met ✓ Principle met The landscape plan submitted with the application demonstrates that the development uses landscaping to create a landscaped character, particularly canopy trees in front and rear gardens; and to protect the outlook of adjoining properties.</p>
Setbacks, front boundary and width	<p>Parking, paving and car access within the front boundary setback should be limited in order to maximise the opportunity for soft landscaping and prevent the over dominance of carports and garages in the street.</p> <p>Principle met ✓ Principle met Parking, paving and car access within the front boundary setback has been limited to the single-width crossover and accessway.</p>
Private open space	<p>Residential development should provide secluded private open space at the side or rear of each dwelling to avoid the need for excessive screening or high front fencing.</p> <p>Principle met ✓ Principle met SPOS areas are provided to the rear/side of each dwelling.</p>
Bulk & Built Form	<p>Residential development should:</p> <p>Ensure that the built form respects the scale of existing prevailing built form character and responds to site circumstances and streetscape;</p> <p>Principle met ✓ Principle met The development respects the scale of existing prevailing built form character and responds to site circumstances and streetscape.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Provide separation between dwellings at the upper level;</p> <p>Retain spines of open space at the rear of properties to maximise landscaping opportunities and protect private secluded open space;</p> <p>Position more intense and higher elements of built form towards the front and centre of a site, transitioning to single storey elements to the rear of the lot.</p>	<p>✓ Principle met Separation between the dwellings is provided at the upper level.</p> <p>✓ Principle met A small rear spine of open space is retained.</p> <p>✗ Principle not met – variation appropriate The development does not position more intense and higher elements of built form towards the front and centre of a site, transitioning to single storey elements to the rear of the lot. This is considered to be an acceptable variation to the principle – see discussion below;</p>
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If the details of the attachment are unclear please contact Governance on 8571 5309.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

	<p>The rearmost dwelling on a lot should be single storey to ensure the identified future character of the area and the amenity of adjoining properties is respected by maximising landscaping opportunities and protecting adjoining private secluded open space.</p> <p>Two storey dwellings to the rear of a lot may be considered where:</p> <ul style="list-style-type: none"> The visual impact of the building bulk does not adversely affect the identified future character of the area; Overlooking and/or overshadowing does not adversely affect the amenity of neighbouring properties; The building bulk does not adversely affect the planting and future growth of canopy trees to maturity; Sufficient side and rear boundary landscaping can be provided to screen adjoining properties; Upper storey components are well recessed from adjoining sensitive interfaces. 	<p>✓ Principle met Dwelling 4 (the rearmost dwelling) is double storey.</p> <p>This is considered to meet the design principle and is acceptable for the following reasons;</p> <ul style="list-style-type: none"> The visual impact of the building bulk will not adversely affect the identified future character of the area. Along King Street, there is a moderate character of double storey dwellings to the rear of sites (examples at No. 65, 71 & 81 King Street, and Nos. 12-14 Grandview Avenue). Overlooking and overshadowing does not adversely impact the amenity of immediately adjacent properties. The development complies with Standard B21 (Overshadowing) and Standard B22 (Overlooking). The building bulk will not adversely impact the planting and future growth of canopy trees to maturity. There is ample space in the rear and west side setbacks for the planting of canopy trees, as is demonstrated by the landscape plan submitted with the application. The upper storey component of Dwelling 2 is recessed from the adjoining sensitive interfaces, exceeding the setback requirements of Clause 55 Standard B17. <p>✓ Principle met The development is well articulated through the use of contrast, texture, variation in forms, materials and colours.</p>
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Note: Other requirements also apply. These can be found at the schedule to the applicable zone.

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION - No. 79 KING STREET, DANDENONG
(PLANNING APPLICATION No. PLN21/0236)**

ATTACHMENT 4

CLAUSE 52.06 ASSESSMENT

PAGES 6 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Assessment Table - Clause 52

Clause 52.06-9 Design standards for car parking

Plans prepared in accordance with Clause 52.06-8 must meet the design standards of Clause 52.06-9, unless the responsible authority agrees otherwise. Design standards 1, 3, 6 and 7 do not apply to an application to construct one dwelling on a lot.

Design Standards	Assessment	Requirement met/Requirement not met/NA
Design standard 1 - Accessways	<p>Accessways must:</p> <ul style="list-style-type: none"> • Be at least 3 metres wide. • Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide. • Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre. • Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres. • If the accessway serves four or more car spaces or connects to a road in a Transport Zone, the accessway must be designed to that cars can exit the site in a forward direction. • Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in Transport Zone. • Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. <p>If an accessway to four or more car parking spaces is from land in a Transport Zone, the access to the car spaces must be at least 6 metres from the road carriageway.</p>	<p>✓ Standard met The accessway has a minimum width of 3 metres.</p> <p>✓ Standard met The proposal complies.</p> <p>N/A – no public car parks</p> <p>✓ Standard met No overhead obstructions below 2.1 metres.</p> <p>✓ Standard met The Traffic Report submitted with the application included swept path diagrams that demonstrate that cars associated with all spaces can exit the site in a forwards direction. The plans were referred to Council's Transport department, who have no objection to the proposal, subject to conditions regarding visual splays.</p> <p>✓ Standard met</p> <p>✓ Standard met Corner splays have been noted on the plans and requested by Council's Transport department as a condition of permit.</p> <p>N/A – the site is not accessed from land in a Transport Zone.</p>

If the details of the attachment are unclear please contact Governance on 8571 5309.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

<p>Design standard 2 – Car parking spaces</p>	<p>If entry to the car space is from a road, the width of the accessway may include the road.</p> <p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.</p> <p>Table 2: Minimum dimensions of car parking spaces and accessways</p> <table border="1"> <thead> <tr> <th>Angle of car parking spaces to access way</th> <th>Accessway width</th> <th>Car space width</th> <th>Car space length</th> </tr> </thead> <tbody> <tr> <td>Parallel</td> <td>3.6 m</td> <td>2.3 m</td> <td>6.7 m</td> </tr> <tr> <td>45°</td> <td>3.5 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>60°</td> <td>4.9 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td></td> <td>4.8 m</td> <td>3.2 m</td> <td>4.9 m</td> </tr> </tbody> </table> <p><i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</i></p>	Angle of car parking spaces to access way	Accessway width	Car space width	Car space length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m		5.8 m	2.8 m	4.9 m		5.2 m	3.0 m	4.9 m		4.8 m	3.2 m	4.9 m	<p>N/A – no entries to spaces are from a road.</p> <p>✓ Standard met The proposal complies.</p>
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length																															
Parallel	3.6 m	2.3 m	6.7 m																															
45°	3.5 m	2.6 m	4.9 m																															
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90°	6.4 m	2.6 m	4.9 m																															
	5.8 m	2.8 m	4.9 m																															
	5.2 m	3.0 m	4.9 m																															
	4.8 m	3.2 m	4.9 m																															

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:</p> <ul style="list-style-type: none"> • A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. • A structure, which may project into the space if it is at least 2.1 metres above the space. <p>Diagram 1 Clearance to car parking spaces</p> <p>Dimensions in millimetres Clearance required Tree or column permitted</p> <p>Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.</p> <p>Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.</p> <p>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</p> <p>Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.</p>	<p>✓ Standard met</p>	<p>✓ Standard met Each dwelling features one single garage, which measures 3.5 x 6 metres.</p> <p>✓ Standard met No tandem spaces are proposed.</p> <p>✓ Standard met All car parking spaces are provided undercover.</p> <p>✓ Standard met No disabled car parking spaces are proposed or required.</p>
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2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

<p>Design standard 3: Gradients</p>	<p>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.</p> <p>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.</p>	<p>✓ Standard met The accessway does not feature any significant gradient.</p>													
	<p>Table 3: Ramp gradients</p> <table border="1" data-bbox="399 851 606 1568"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	<p>✓ Standard met No ramps.</p>
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
	<p>Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</p> <p>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.</p>	<p>✓ Standard met No ramps.</p>													
<p>Design standard 4: Mechanical parking</p>	<p>Mechanical parking may be used to meet the car parking requirement provided:</p> <ul style="list-style-type: none"> At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres. Car parking spaces the require the operation of the system are not allowed to visitors unless used in a valet parking situation. The design and operation is to the satisfaction of the responsible authority. 	<p>N/A – no mechanical parking proposed</p>													
		<p>N/A – no mechanical parking proposed</p>													
<p>Design standard 5: Urban design</p>	<p>Ground level car parking, garage doors and accessways must not visually dominate public space.</p> <p>Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.</p>	<p>✓ Standard met The car parking does not visually dominate public space.</p> <p>✓ Standard met</p>													

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	Design of car parks must take into account their use as entry points to the site.	✓ Standard met
	Design of new internal streets in developments must maximise on street parking opportunities.	✓ Standard met
Design standard 6: Safety	Car parking must be well lit and clearly signed.	✓ Standard met via condition A condition of permit will require high-mounted sensor lights be provided to each garage.
	The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	✓ Standard met The design of the car parks maximises natural and passive surveillance.
	Pedestrian access to car parking areas from the street must be convenient.	✓ Standard met Pedestrian access to car parking areas is convenient.
	Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓ Standard met
Design standard 7: Landscaping	The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	✓ Standard met The layout of car parking considered water sensitive urban design. The proposal includes sufficient area of permeable surfaces and proposes landscaping along the accessway.
	Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.	✓ Standard met
	Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.	N/A

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
(Cont.)**

STATUTORY PLANNING APPLICATIONS

**TOWN PLANNING APPLICATION - No. 79 KING STREET, DANDENONG
(PLANNING APPLICATION No. PLN21/0236)**

ATTACHMENT 5

CLAUSE 55 ASSESSMENT

PAGES 24 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5309.

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

Assessment Table - Two or More Dwellings on a Lot and Residential Buildings (Clause 55)

Clause 55.02-1 Neighbourhood character objectives

Standard B1	The design response must be appropriate to the neighbourhood and the site.	<p>✓ Standard met</p> <p>The design response is appropriate to the neighbourhood and the site.</p> <p>The development will result in a yield of three (3) dwellings, which is appropriate for the General Residential Zone (designated as an Incremental Change Area under Clause 22.09).</p> <p>The double storey dwelling to the rear (Dwelling 4) is an appropriate outcome for the following reasons;</p> <ul style="list-style-type: none"> • The visual impact of the building bulk will not adversely affect the identified future character of the area. Along King Street, there is a moderate character of double storey dwellings to the rear of sites (examples at No. 65, 71 & 81 King Street, and Nos. 12-14 Grandview Avenue). • Overlooking and overshadowing does not adversely impact the amenity of immediately adjacent properties. The development complies with Standard B21 (Overshadowing) and Standard B22 (Overlooking). • The building bulk will not adversely impact the planting and future growth of canopy trees to maturity. There is ample space in the rear and west side setbacks for the planting of canopy trees, as is demonstrated by the landscape plan submitted with the application.
	The proposed design response must respect the existing or preferred neighbourhood character and respond to the features of the site.	<p>✓ Standard met</p> <p>The proposed design response respects the existing and preferred neighbourhood character and responds to the features of the site.</p>
Decision Guidelines	Any relevant neighbourhood character objective, policy or statement set out in this scheme.	
	The neighbourhood and site description.	
	The design response.	
Objectives	To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.	
	To ensure that development responds to the features of the site and the surrounding area.	

If the details of the attachment are unclear please contact Governance on 8571 5309.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Clause 55.02-2 Residential policy objectives

Standard B2	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 SPPF and the LPPF, including the MSS and local planning policies.	Standard met The application was accompanied by a written statement assessing the proposal against the relevant planning policy, including Clause 22.09 and Clause 55 of the Greater Dandenong Planning Scheme.
Decision Guidelines	The SPPF and the LPPF including the MSS and local planning policies. The design response.	
Objectives	To ensure that residential development is provided in accordance with any policy for housing in the SFPF and the LPPF, including the MSS and local planning policies. To support medium densities in areas where development can take advantage of public and community infrastructure and services.	

Clause 55.02-3 Dwelling diversity objective

Standard B3	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including: <ul style="list-style-type: none"> • Dwellings with a different number of bedrooms. • At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. 	N/A – does not apply to developments of less than 10 dwellings.
Objective	To encourage a range of dwellings sizes and types in developments of ten or more dwellings.	

Clause 55.02-4 Infrastructure objectives

Standard B4	Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. 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.	Standard met The site is located in an existing residential area and will be able to be connected to reticulated services. Standard met The development will not unreasonably exceed the capacity of services. Standard met The development can suitably be accommodated into infrastructure of the established area.
Decision Guidelines	The capacity of the existing infrastructure. In the absence of reticulated sewerage, the capacity of the development to treat and retain all wastewater in accordance with the SEPP (Waters of Victoria) under the EPA 1970.	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>If the drainage system has little or no spare capacity, the capacity of the development to provide for stormwater drainage mitigation or upgrading of the local drainage system.</p> <p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	
Objectives		
Clause 55.02-5 Integration with the street objective		
Standard B5	<p>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p> <p>Developments should be oriented to front existing and proposed streets.</p> <p>High fencing in front of dwellings should be avoided if practicable.</p> <p>Development next to existing public open space should be laid out to complement the open space.</p>	<p>✓ Standard met Adequate vehicle and pedestrian links have been provided to each dwelling.</p> <p>✓ Standard met Dwelling 1 is oriented towards King Street and Dwellings 2-4 are oriented towards the internal accessway.</p> <p>✓ Standard met High front fencing is not proposed.</p> <p>N/A - the development is not located next to any existing public open space.</p>
Decision Guidelines	<p>Any relevant urban design objective, policy or statement set out in this scheme.</p> <p>The design response.</p>	
Objective	To integrate the layout of development with the street.	
Clause 55.03-1 Street setback objective		
Standard B6	<p>Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> At least the distance specified in a schedule to the zone, or If no distance is specified in a schedule to the zone, the distance specified in Table B1. <p>Porches, pergolas and verandahs that are less than 3.6 metres high and eaves may encroach not more than 2.5 metres into the setbacks of this standard</p> <p>GRZ 1 & 2: 7.5 metres or as per Table B1, whichever is the lesser.</p>	<p>✓ Standard met The proposed development provides a street setback of 7.6 metres, complying with the schedule to the zone.</p>
Decision	Any relevant neighbourhood character objective, policy or	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Guidelines	statement set out in this scheme.	
	The design response.	
	Whether a different setback would be more appropriate taking into account the prevailing setbacks of existing buildings on nearby lots.	
	The visual impact of the building when viewed from the street and from adjoining properties.	
	The value of retaining vegetation within the front setback.	
Objective	To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.	
Clause 55.03-2 Building height objective		
Standard B7	The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies to the land. GRZ: 11 metres / 3 storeys mandatory maximum (refer Clause 32.08-9)	✓ Standard met The development has a maximum height of 7.8 metres and two storeys
	If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.	N/A
	Changes of building height between existing buildings and new buildings should be graduated.	✓ Standard met The proposed development features dwellings of two storeys, which is considered to be a graduated change from the surrounding sites featuring single storey dwellings.
Decision Guidelines	Any relevant neighbourhood character objective, policy or statement set out in this scheme. Any maximum building height specified in the zone, a schedule to the zone or an overlay applying to the land. The design response. The effect of the slope of the site on the height of the building. The relationship between the proposed building height and the height of existing adjacent buildings. The visual impact of the building when viewed from the street and from adjoining properties.	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Objective	To ensure that the height of buildings respects the existing or preferred neighbourhood character	
Clause 55.03-3 Site coverage objective		
Standard B8	The site area covered by buildings should not exceed: <ul style="list-style-type: none"> The maximum site coverage specified in a schedule to the zone, or If no maximum site coverage is specified in a schedule to the zone, 60 per cent. GRZ1: 60% (none specified)	✓ Standard met The development results in a site coverage of 38.1%.
Decision Guidelines	Any relevant neighbourhood character objective, policy or statement set out in this scheme.	
	The design response.	
	The existing site coverage and any constraints imposed by existing development or the features of the site.	
	The site coverage of adjacent properties	
	The effect of the visual bulk of the building and whether this is acceptable in the neighbourhood.	
Objective	To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.	
Clause 55.03-4 Permeability and stormwater management objectives		
Standard B9	The site area covered by the pervious surfaces should be at least: <ul style="list-style-type: none"> The minimum areas specified in a schedule to the zone, or If no minimum is specified in a schedule to the zone, 20 per cent of the site. GRZ1: 30% The stormwater management system should be designed to: <ul style="list-style-type: none"> 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). Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. 	✓ Standard met 41.1% of the site is covered by permeable surfaces.
Decision	The design response.	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Guidelines	The capacity of the site to incorporate stormwater retention and reuse.
	The existing site coverage and any constraints imposed by existing development.
	The capacity of the drainage network to accommodate additional stormwater.
	The capacity of the site to absorb run-off.
	The practicality of achieving the minimum site coverage of pervious surfaces, particularly on lots of less than 300 square metres.
Whether the owner has entered into an agreement to contribute to off-site stormwater management in lieu of providing an on-site stormwater management system.	
Objectives	To reduce the impact of increased stormwater run-off on the drainage system.
	To facilitate on-site stormwater infiltration.
	To encourage stormwater management that maximises the retention and reuse of stormwater

Clause 55.03-5 Energy efficiency objectives

Standard B10	Buildings should be:	Standard met All dwellings are oriented to make appropriate use of solar energy. The energy efficiency of dwellings on adjoining lots is not reduced as a result of the proposal.
	<ul style="list-style-type: none"> Oriented to make appropriate use of solar energy. Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged. 	Standard met Living areas and POS have been located to the north/north-west for all dwellings.
	Living areas and private open space should be located on the north side of the development, if practicable.	Standard met All dwellings feature numerous north-oriented habitable room windows.
Decision Guidelines	The design response.	
	The size, orientation and slope of the lot.	

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

	<p>The existing amount of solar access to abutting properties.</p> <p>The availability of solar access to north-facing windows on the site.</p> <p>The extent to which an existing rooftop solar energy system on an adjoining lot is overshadowed by existing buildings or other permanent structures.</p> <p>Whether the existing rooftop solar energy system on an adjoining lot is appropriately located</p> <p>The effect of overshadowing on an existing rooftop solar energy system on an adjoining lot.</p>
Objectives	<p>To achieve and protect energy efficient dwellings and residential buildings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p>

Clause 55.03-6 Open space objective

Standard B11	<p>If any public or communal open space is provided on site, it should:</p> <ul style="list-style-type: none"> • Be substantially fronted by dwellings, where appropriate. • Provide outlook for as many dwellings as practicable. • Be designed to protect any natural features on the site. • Be accessible and useable. 	N/A - no public or communal open space is provided on site.
Decision Guidelines	<p>Any relevant plan or policy for open space in the SPPF and the LPPF, including the MSS and local planning policies.</p> <p>The design response.</p>	
Objective	<p>To integrate the layout of development with any public and communal open space provided in or adjacent to the development.</p>	

Clause 55.03-7 Safety objective

Standard B12	<p>Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting which creates unsafe spaces along streets and accessways should be avoided.</p>	<p>✓ Standard met The entrances to the dwellings are not obscured nor isolated from the street/internal accessway.</p> <p>✓ Standard met There is no planting proposed which would create an unsafe space along the street and/or accessway.</p>
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**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.	✓ Standard met via condition High-mounted sensor lights will be required as a condition of permit.
	Private spaces within developments should be protected from inappropriate use as public thoroughfares.	✓ Standard met No private spaces within the development are susceptible to use as a thoroughfare.
Decision Guidelines	The design response.	
Objectives	To ensure the layout of development provides for the safety and security of residents and property.	
Clause 55.03-8 Landscaping objectives		
Standard B13	<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> • Protect any predominant landscape features of the neighbourhood. • Take into account the soil type and drainage patterns of the site. • Allow for intended vegetation growth and structural protection of buildings. • In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals. • Provide a safe, attractive and functional environment for residents. <p>Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood.</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 meet any additional landscape requirements specified in a schedule to the zone. All schedules to all residential zones: "70% of ground level front setback, and side and rear setbacks, planted with substantial landscaping and canopy trees."</p>	<p>✓ Standard met The landscape plan complies.</p> <p>✓ Standard met The development provides for the planting of new trees.</p> <p>✓ Standard met There is no evidence that any significant trees have been removed from the site within the 12 months prior to the application being made.</p> <p>✓ Standard met The landscaping plan specifies landscape themes, vegetation (location and species), paving and lighting.</p> <p>✓ Standard met 70% of ground level front setback, and side and rear setbacks, are available for soft landscaping and are shown to be planted with substantial landscaping and canopy trees in the landscape plan.</p>

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Decision Guidelines	Any relevant neighbourhood character objective, policy or statement set out in this scheme.	
	Any relevant plan or policy for landscape design in the SPPF and the LPPF, including the MSS and local planning policies.	
	The design response.	
	The location and size of gardens and the predominant plant types in the neighbourhood.	
	The health of any trees to be removed.	
Objectives	Whether a tree was removed to gain a development advantage.	
	To encourage development that respects the landscape character of the neighbourhood.	
	To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.	
	To provide appropriate landscaping.	
	To encourage the retention of mature vegetation on the site.	
Clause 55.03-9 Access objective		
Standard B14	The width of accessways or car spaces should not exceed:	✓ Standard met One crossover of 3 metres in width is proposed.
	<ul style="list-style-type: none"> • 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.	✓ Standard met One single-width crossover is proposed.
	The location of crossovers should maximise retention of on-street car parking spaces.	✓ Standard met The proposal will not result in any changes to the existing level of on-street car parking.
	The number of access points to a road in a Transport Zone 2 or a Transport Zone 3 should be minimised.	N/A – the site is not accessed via a road in a Transport Zone.
	Developments must provide for access for service, emergency and delivery vehicles.	✓ Standard met The crossover and accessway arrangements are suitable for use by service, emergency and delivery vehicles.
Decision Guidelines	The design response.	
	The impact on neighbourhood character.	
	The reduction of on-street car parking spaces.	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	The effect on any significant vegetation on the site and footpath.	
Objectives	To ensure the number and design of vehicle crossovers respects the neighbourhood character.	
Clause 55.03-10 Parking location objectives		
Standard B15	Car parking facilities should: <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings and residential buildings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings and residential buildings 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.	<p>✓ Standard met Garages are located adjacent to the respective dwelling.</p> <p>✓ Standard met No habitable room windows are located within 1.5 metres of the shared accessway.</p>
Decision Guidelines	The design response.	
Objectives	To provide convenient parking for residents and visitors vehicles. To protect residents from vehicular noise within developments.	
Clause 55.04-1 Side and rear setbacks objective		
Standard B17	A new building not on or within 200mm of a boundary should be setback from side or rear boundaries: <ul style="list-style-type: none"> • At least the distance specified in a schedule to the zone, or • If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. 	<p>✓ Standard met The proposal complies. The following setbacks are provided to each boundary (encompasses all dwellings):</p> <p>Ground Floor East (side): WOB, then approx. 3.45 metres South (rear): WOB, then 2.05 metres. West (side): 2.05 metres</p> <p>Upper Floor East (side): 1.9 metres South (rear): 2.15 metres West (side): 2.15 metres</p>

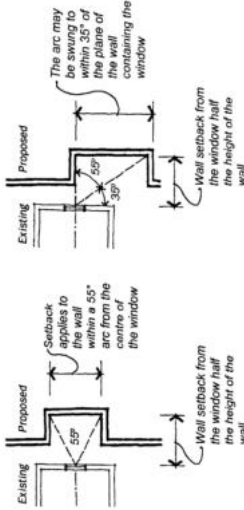
**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>Diagram B1 Side and rear setbacks</p>	<p>Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.</p> <p>Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.</p>	
<p>Decision Guidelines</p>	<p>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <p>The design response.</p> <p>The impact on the amenity of the habitable room windows and secluded private open space of existing dwellings.</p> <p>Whether the wall is opposite an existing or simultaneously constructed wall built to the boundary.</p> <p>Whether the wall abuts a side or rear lane.</p> <p>To ensure that the height and setback of a building from a boundary</p>		
<p>Objectives</p>			

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</p>	
<p>Clause 55.04-2 Walls on boundaries objective Standard B18</p>	<p>A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:</p> <ul style="list-style-type: none"> • For a length of more than the distance specified in the schedule to the zone; or • If no distance is specified in a schedule to the zone, for a length of more than: <ul style="list-style-type: none"> - 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or - Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. 	<p>✓ Standard met Two boundary walls are proposed. WOB1 – Dwelling 4's northern garage wall on the rear boundary WOB2 – Dwelling 4's eastern garage wall on the side boundary</p> <p>WOB1 – 4 metres in length WOB2 – 6.5 metres in length</p>
	<p>A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property.</p>	<p>✓ Standard met</p>
	<p>A building on a boundary includes a building set back up to 200mm from a boundary.</p>	<p>✓ Standard met The proposed walls on boundary are located on the boundary.</p>
<p>Decision Guidelines</p>	<p>The height of a new wall constructed on or within 200 mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.</p> <p>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <p>The design response.</p> <p>The extent to which walls on boundaries are part of the neighbourhood character.</p> <p>The impact on the amenity of existing dwellings.</p> <p>The opportunity to minimise the length of walls on boundaries by aligning a new wall on a boundary with an existing wall on a lot of an adjoining property.</p> <p>The orientation of the boundary that the wall is being built on.</p>	<p>✓ Standard met WOB1 – maximum height of 3.2 metres WOB2 – maximum height of 3.2 metres</p>

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

	<p>The width of the lot.</p> <p>The extent to which the slope and retaining walls or fences reduce the effective height of the wall.</p> <p>Whether the wall abuts a side or rear lane.</p> <p>The need to increase the wall height to screen a box gutter.</p>	
Objectives	<p>To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</p>	
Clause 55.04-3 Daylight to existing windows objective		
Standard B19	<p>Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.</p> <p>Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</p> <p>Diagram B2 Daylight to existing windows</p>  <p>Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.</p>	<p>✓ Standard met The development would not reduce the light court to any existing habitable room windows. Existing windows have a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky.</p> <p>✓ Standard met As above.</p>
Decision Guidelines	<p>The design response.</p> <p>The extent to which the existing dwelling has provided for reasonable daylight access to its habitable rooms through the siting</p>	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>and orientation of its habitable room windows. The impact on the amenity of existing dwellings. To allow adequate daylight into existing habitable room windows.</p>	
<p>Objective</p>		
<p>Clause 55.04-4 North-facing windows objective Standard B20</p>	<p>If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window.</p> <p>Diagram B3 North-facing windows</p> <p>Diagram B3 North-facing windows</p> <p>A north facing window is a window with an axis perpendicular to its surface orientated north 20 degrees west to north 30 degrees east.</p> <p><small>1. applies where existing NEW HABITABLE ROOM window is set back 3m from north-south boundary</small></p>	<p>✓ Standard met There are no north-facing windows within 3 metres of the site's boundaries.</p>

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Decision Guidelines	The design response. Existing sunlight to the north-facing habitable room window of the existing dwelling. The impact on the amenity of existing dwellings.	
Objective	To allow adequate solar access to existing north-facing habitable room windows.	
Clause 55.04-5 Overshadowing open space objective		
Standard B21	Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with a minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 Sept. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.	<p>✓ Standard met The reduction in sunlight to adjoining properties' SPOS created by the development is within the requirements of the Standard. Compliance is demonstrated by the shadow diagrams submitted with the application.</p> <p>✓ Standard met No adjacent lots that are overshadowed by the proposed development feature an existing amount of solar access that is less than the requirements of the Standard.</p>
Decision Guidelines	The design response. The impact on the amenity of existing dwellings. Existing sunlight penetration to the secluded private open space of the existing dwelling. The time of day that sunlight will be available to the secluded private open space of the existing dwelling. The effect of a reduction in sunlight on the existing use of the existing secluded private open space.	
Objective	To ensure buildings do not significantly overshadow existing secluded private open space.	
Clause 55.04-6 Overlooking objective		
Standard B22	A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level. Diagram B4 Overlooking open space	<p>✓ Standard met All dwellings feature obscured windows to 1.7m above FFL to upper floor habitable rooms with windows that would otherwise permit overlooking into existing SPOS.</p>

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

	<p>✓ Standard met</p> <p>All dwellings feature obscured windows to 1.7m above FFL to upper floor habitable rooms with windows that would otherwise permit overlooking into existing habitable room windows.</p>
<p>A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:</p> <ul style="list-style-type: none"> • Offset a minimum of 1.5 metres from the edge of one window to the edge of the other. • Have sill heights of at least 1.7 metres above floor level. • Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level. • Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent. <p>Obscure glazing in any part of the window below 1.7 metres above floor level may be operable provided that there are no direct views as specified in this standard.</p>	<p>✓ Standard met</p> <p>Obscure glazing for habitable room windows is not proposed to be operable below 1.7m.</p>
<p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> • Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels. • Permanent, fixed and durable. 	<p>✓ Standard met</p> <p>No screens are proposed.</p>

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<ul style="list-style-type: none"> Designed and coloured to blend in with the development. <p>The standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.</p>	<p>✓ Standard met</p> <p>There is a proposed fence along the side and rear boundaries of 1.9 metres in height, which will prevent overlooking into the adjacent lot's secluded private open space and preclude the dwellings' ground floor windows from glazing and/or screening requirements.</p>
Decision Guidelines	<p>The design response.</p> <p>The impact on the amenity of the secluded private open space or habitable room window.</p> <p>The existing extent of overlooking into the secluded private open space and habitable room window of existing dwellings.</p> <p>The internal daylight to and amenity of the proposed dwelling or residential building.</p> <p>To limit views into existing secluded private open space and habitable room windows.</p>	
Objective		

Clause 55.04-7 Internal views objective

Standard B23	<p>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.</p> <p>The design response.</p> <p>To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.</p>	<p>✓ Standard met</p> <p>There are no internal views permitted from a dwelling into the SPOS of another dwelling within the development.</p>
Decision Guidelines		
Objective		

Clause 55.04-8 Noise impacts objectives

Standard B24	<p>Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take into account of noise sources on immediately adjacent properties.</p> <p>Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.</p> <p>The design response.</p>	<p>✓ Standard met</p> <p>No noise generating sources (such as mechanical plant equipment) are located near bedrooms of adjoining existing dwellings.</p> <p>✓ Standard met</p> <p>There are no relevant noise sources on the adjoining properties. Adjoining properties are used for residential purposes.</p> <p>✓ Standard met</p> <p>The site is not located close to busy roads or industry.</p>
Decision Guidelines		

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Objectives	To contain noise sources within development that may affect existing dwellings. To protect residents from external noise.	
Clause 55.05-1 Accessibility objective		
Standard B25	The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.	<p>✓ Standard met</p> <p>All dwellings feature the main living areas on the ground floor, which is considered suitably accessible for people with limited mobility.</p>
Objective	To encourage the consideration of the needs of people with limited mobility in the design of developments.	
Clause 55.05-2 Dwelling entry objective		
Standard B26	Entries to dwellings and residential buildings should: <ul style="list-style-type: none"> • Be visible and easily identifiable from streets and other public areas. • Provide shelter, a sense of personal address and a transitional space around the entry. 	<p>✓ Standard met</p> <p>The entries to dwellings are visible and easily identifiable from the streets, and provide a shelter, sense of personal address and a transitional space around the entry.</p>
Objective	To provide each dwelling or residential building with its own sense of identity.	
Clause 55.05-3 Daylight to new windows objective		
Standard B27	A window in a habitable room should be located to face: <ul style="list-style-type: none"> • An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or • A verandah provided it is open for at least on third of its perimeter, or • A carport provided it has two or more open sides and is open for at least on third of its perimeter. 	<p>✓ Standard met</p> <p>All new windows face an outdoor space clear to sky with a minimum area of 3sqm and a minimum dimension of 1 metre.</p>
Decision Guidelines	The design response. Whether there are other windows in the habitable room which have access to daylight.	
Objective	To allow adequate daylight into new habitable room windows.	

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

<p>Clause 55.05-4 Private open space objective Standard B28</p> <p>A dwelling or residential building should have private open space of an area and dimensions specified in a schedule to the zone.</p> <p>GRZ1: <i>“An area of 50 square metres of ground level, private open space, with an area of secluded private open space at the side or rear of the dwelling with a minimum area of 30 square metres and a minimum dimension of 5 metres and convenient access from a living room; or</i></p> <p><i>A balcony or rooftop with a minimum area of 10 square metres with a minimum width of 2 metres that is directly accessible from the main living area.”</i></p>	<p>N/A – area and dimensions are specified in a schedule to the zone.</p>	<p>✓ Standard met</p> <p>All dwellings provide compliant private open space.</p>
<p>If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of:</p> <ul style="list-style-type: none"> • An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or • A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or • A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room. <p>The balcony requirements in Clause 55.05-4 do not apply to an apartment development.</p>	<p>The design response.</p> <p>The useability of the private open space, including its size and accessibility.</p> <p>The availability of and access to public or communal open space.</p> <p>The orientation of the lot to the street and the sun.</p>	<p>The design response provided good quality, useable SPOS to each dwelling with northern solar access and building services located outside the primary 30sqm of SPOS.</p> <p>Although Dwellings 2-4 are not provided with 50sqm of POS, they fall just short of this requirement (48.9sqm, 49.7sqm and 49.5sqm respectively).</p> <p>This slight variation is considered acceptable in this instance due to the negligible reduction of the standard and the useability of the SPOS areas.</p>
<p>Decision Guidelines</p>	<p>Objective met</p> <p>The proposal meets the objective to provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>✓ Objective met</p> <p>The proposal meets the objective to provide adequate private open space for the reasonable recreation and service needs of residents.</p>

2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236) (Cont.)

<p>Clause 55.05-5 Solar access to open space objective</p> <p>Standard B29</p> <p>The private open space should be located on the north side of the dwelling or residential building, if appropriate.</p> <p>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least $(2 + 0.9h)$ metres, where 'h' is the height of the wall.</p> <p>Diagram B5 Solar access to open space</p>		<p>✓ Standard met</p> <p>The dwellings' SPOS areas are located with northern and western aspects.</p> <p>✓ Standard met</p> <p>No SPOS areas are located directly to the south of a wall.</p>
<p>Decision Guidelines</p> <p>The design response.</p> <p>The useability and amenity of the secluded private open space based on the sunlight it will receive.</p>		
<p>Objective</p> <p>To allow solar access into the secluded private open space of new dwellings and residential buildings.</p>		
<p>Clause 55.05-6 Storage objective</p> <p>Standard B30</p> <p>Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.</p>		<p>✓ Standard met</p> <p>Each dwelling is provided with 6 cubic metres of externally accessible storage.</p>
<p>Objective</p> <p>To provide adequate storage facilities for each dwelling.</p>		

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Clause 55.06-1 Design detail objective	
Standard B31	<p>The design of buildings, including:</p> <ul style="list-style-type: none"> • Façade articulation and detailing, • Window and door proportions, • Roof form, and • Verandahs, eaves and parapets, <p>should respect the existing or preferred neighbourhood character.</p> <p>Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.</p>
	✓ Standard met The proposal respects the existing and preferred neighbourhood character by providing minimal façade detailing and good articulation, traditional window and door proportions, and pitched roof forms with eaves.
Decision Guidelines	<p>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <p>The design response.</p> <p>The effect on the visual bulk of the building and whether this is acceptable in the neighbourhood setting.</p> <p>Whether the design is innovative and of a high architectural standard.</p>
Objective	The garages are visually compatible with the development.
Clause 55.06-2 Front fences objective	
Standard B32	<p>The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.</p>
	✓ Standard met No front fence is proposed.

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

	<p>A front fence within 3 metres of a street should not exceed:</p> <ul style="list-style-type: none"> The maximum height specified in a schedule to the zone, or <p>All schedules to all residential zones:</p> <p>“Maximum 1.5 metre height in streets in Road Zone Category 1</p> <p>1.2 metre maximum height for other streets”</p> <ul style="list-style-type: none"> If no maximum height is specified in a schedule to the zone, the maximum height specified in Table B3. <p>Table B3 Maximum front fence height</p> <table border="1" data-bbox="437 1070 512 1592"> <thead> <tr> <th>Street Context</th> <th>Maximum front fence height</th> </tr> </thead> <tbody> <tr> <td>Streets in a Transport Zone 2</td> <td>2 metres</td> </tr> <tr> <td>Other streets</td> <td>1.5 metres</td> </tr> </tbody> </table>	Street Context	Maximum front fence height	Streets in a Transport Zone 2	2 metres	Other streets	1.5 metres	<p>✓ Standard met No front fence is proposed.</p>
Street Context	Maximum front fence height							
Streets in a Transport Zone 2	2 metres							
Other streets	1.5 metres							
<p>Decision Guidelines</p>	<p>Any relevant neighbourhood character objective, policy or statement set out in this scheme.</p> <p>The design response.</p> <p>The setback, height and appearance of front fences on adjacent properties.</p> <p>The extent to which slope and retaining walls reduce the effective height of the front fence.</p> <p>Whether the fence is needed to minimise noise intrusion.</p> <p>To encourage front fence design that respects the existing or preferred neighbourhood character.</p>							
<p>Objective</p>								
<p>Clause 55.06-3 Common property objectives</p>								
<p>Standard B33</p>	<p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>✓ Standard met Public and private areas are clearly delineated.</p> <p>✓ Standard met The proposed common property is limited to the shared accessway. This is considered to be appropriate and capable of efficient management.</p>						
<p>Objectives</p>	<p>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership.</p>							

**2.3.4 Town Planning Application - No. 79 King Street, Dandenong (Planning Application No. PLN21/0236)
 (Cont.)**

Clause 55.06-4 Site services objectives	
Standard B34	<p>The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <p>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> <p>Bin and recycling enclosures should be located for convenient access by residents.</p> <p>Mailboxes should be provided and located for convenient access as required by Australia Post.</p>
	<p>✓ Standard met The layout of the development provides sufficient space for facilities and services to be installed and maintained.</p> <p>✓ Standard met All facilities are adequate in size and blend in with the development.</p> <p>✓ Standard met Bin and recycling enclosures/locations are located for convenient access by residents.</p> <p>✓ Standard met Mailboxes are located on the street frontage.</p>
Decision Guidelines	The design response.
Objectives	To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive.

3 QUESTION TIME - PUBLIC

Question

Matthew Kirwan, Noble Park

Digital Twin Victoria is an innovative new digital program led by Land Use Victoria. Their vision is to recreate key locations online so that government, industry and the community can collaborate through shared open data, technology and algorithms, to enhance real world outcomes. The Digital Twin Victoria program will bring together rich 3D and 4D spatial data, artificial intelligence and sensor data to visualise and model places virtually, before new investments and other State Government changes hit the ground. Has or will the Council lobby the State Government, on the basis of their commitment to Revitalising Central Dandenong, to include the Dandenong Central Business District in the project?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Digital Twin Victoria is updating and collecting data sets from across all of Victoria as part of a modernisation program for special data. Council has opened data sets that are available which would contribute to the program as well as aerial photography which would capture each year. This would also contribute to that project so the Department of Environment, Water, Land and Planning has partnered with Development Victoria already and as the program rolls out and the data is added to the system we are expecting that Central Dandenong data will be included as part of that.

Question

Matthew Kirwan, Noble Park

Of the proposed Sandown Racecourse development, what percentage of the 14% open space component is encumbered versus unencumbered/usable?

Response

Jody Bosman, Director City Planning, Design and Amenity

The unencumbered open space that is active and passive unencumbered in the MIC proposed comprehensive development plan is 7.9 percent of the 112.25 hectares with encumbered open space primarily being Mile Creek and its environment being 7.1 percent of the total site area that is a total of 14.9 percent. It is noted in the report that the total open space figure was actually rounded down to 14 percent and I suppose at 14.9 it should have been rounded up to 15. Land shown as encumbered does not necessarily mean that it is unusable. It could be that its uses are restricted to passive recreational use instead of active recreational use. Also, it is further noted that should the proposed amendment gain ministerial authorisation and goes on public exhibition, matters such as the amount of open space to be provided will be available for public review and comment.

Question

Matthew Kirwan, Noble Park

Is the Greater Dandenong Heritage Study going to be reviewed and updated and if so what are the timeframes?

3 QUESTION TIME - PUBLIC (Cont.)

Response

Jody Bosman, Director City Planning, Design and Amenity

It is currently intended that the first initial stage of a review of the heritage study will commence in the 2022/2023 financial year with the main review to occur in the 2022/2024 financial year subject of course, to a budget bid being successful and the necessary funds being available to undertake this extensive project.

Question

Melinda Puglisi, Dandenong

COVID-19 restrictions have now been removed but Council still has not opened the public carpark underneath. What is the delay now? When will the carpark reopen to the public?

Response

John Bennie PSM, Chief Executive Officer

I can respond by advising Ms Puglisi that we will take that question on notice. I would prefer to give proper consideration to the matter and give formal advice to her and the community. One of the reasons that the carpark has been closed is that at each point of access to this building Council needs to have safety marshals on attendance and the carpark adds another layer of complexity in that if the public were entering the elevator lift shaft from below then we need more marshals at that point. However, we are now moving to a state where marshals are less likely to be required and I feel more certain that as that requirement disappears the carpark could well be considered to be reopened. Councillors have also been involved in previous discussions and I would also like to discuss with them but we will have a close look at that as quickly as we can and advise the question around others accordingly.

Question

Melinda Puglisi, Dandenong

It has been almost six months since the consultation on the Dandenong Community Hub concept design. When will a revised concept design be released for further consultation?

Response

Jim Davine, Acting Director Community Services

Consultation and engagement concerning the draft Dandenong Community Hub concept design and business case was undertaken in late 2021. The results of that consultation meant concept plans and a draft business case were presented to Council for their review at a Councillor Briefing Session in December 2021. As an action from the December 2021 Briefing Session, Council requested additional work be undertaken to further test alternate building layouts. The alternative layouts for draft concept plans were presented again to Council at a Briefing Session in March 2022. The Council has now requested that officers undertake a detailed cost analysis of both the draft concept plans, the alternative layouts to gain a clear understanding of the expected cost of all three options discussed and this work is due to be again presented to Council in June 2022.

3 QUESTION TIME - PUBLIC (Cont.)

Question

Melinda Puglisi, Dandenong

In relation to the Capital Alliance Consultation, there is no mention of heritage in the Capital Alliance Master Plan despite buildings like the drive-in bottle shop at 64 Foster Street and the former Christopherson's Stable at 120 Thomas Street and 99 Foster Street in Dandenong having heritage overlays.

- a) What is happening with those two buildings?
- b) Why is heritage not mentioned in the Master Plan (other than a picture of the bottle shop)?
- c) What is the Council's view on this?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

I will answer that in the three parts that the question was submitted.

(a) Although the bottle shop is centrally located within the Master Plan precinct, this parcel of land and the building do not form part of the redevelopment project. The Christopherson's Stable site is also outside of the Master Plan precinct and therefore is not directly impacted by the Master Plan or redevelopment.

(b) I would suggest that there was no mention of heritage within the Master Plan because these two specific buildings fall outside the scope of the Master Plan and the eventual redevelopment.

(c) I would like to add that although these two buildings are not located within the Master Plan precinct, Council will continue to work with Capital Alliance and Development Victoria to ensure that the integrity of the surrounding heritage buildings is maintained during future construction stages.

Question

Sabrina Mileto, Dandenong

Is any Council feedback to the Revitalising Central Dandenong (RCD) Sites 11-15 Master Plan going to take views from Dandenong residents given how pathetic the Capital Alliance consultation was?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Although Council is only one of the stakeholders, it continues to engage with Capital Alliance on an ongoing basis and given the need for a specific response to this aspect of the process is being considered. I should note however, that this is not a Council led project, it is not located on Council owned land and Council's result will not be running a simultaneous consultant process. The RCD development is situated on State owned land, it is being developed by Capital Alliance and Council highly recommends that all interested parties should give their direct feedback to Capital Alliance through their dedicated website. We are aware of some technical issues with that website and we have advised of those to Capital Alliance and Development Victoria and with regards to the difficulties residents have had.

3 QUESTION TIME - PUBLIC (Cont.)

Question

Sabrina Mileto, Dandenong

Thomas Street and Foster Street are already having parking issues. Is Council objecting to the aspect of the Capital Alliance plan that this will only make this worse and if not, why not?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Any development proposal that will follow on from this Master Plan will have to provide for carparking on site to satisfy both demand and the planning scheme. No development proposals have yet been considered. This is part of a 20+ year plan and carparking and traffic issues will be considered as the precincts are developed. Accordingly, there is no parking objection to be made now.

Question

Sabrina Mileto, Dandenong

This planned development for Revitalising Central Dandenong Sites 11-15 will lead to more people trying to bypass Dandenong via Hammond Road and Webster Street which are already congested. What is Council trying to do to stop the traffic nightmare this is going to create?_

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

All of those issues will be considered as part of the ongoing design process. Capital Alliance has engaged an expert team of consultants to support delivery of the Master Plan and these consultants include local Dandenong transport and movement planning experts which will help inform the development of this plan.

Question

Nick Jansen, Dandenong

The Master Plan for the Foster Street redevelopment talks about cycling being key but gives no detail of whether there will be new bike lanes or not. It also talks about getting cyclists from this development area to a regional bicycle network but not how it will be done. It is about as well thought out as the dedicated bike lane on Walker Street that no bikes use because there is no way to get on and off it. What is Greater Dandenong Council's perspective on this cycling strategic mirage?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

As I discussed in the previous question, Capital Alliance has engaged an expert team of consultants to prepare the Master Plan and see the development through to completion. For this specific project local Dandenong business called Movement and Place Consulting has been engaged and they are experts in transport and space planning. In addition, they are a local business and they are highly respected within the transport planning field. They are also strongly aware of Council's priority focus on pedestrians and cyclists' access in Central Dandenong.

3 QUESTION TIME - PUBLIC (Cont.)

Question

Silvia Mastrogiovanni, Dandenong

You mentioned that for those who could not come to the Hemmings Street Consultation Forum there would be other opportunities shortly at different times of the week both during and after business hours. When and where are these opportunities?

Response

Jim Davine, Acting Director Community Services

It is pleasing that the Hemmings Street precinct empowering communities grant will provide many touch points for a community engagement in the next two years. In the near future two out of hours meetings are scheduled to allow Hemmings Street precinct residents, traders and visitors the flexibility to contribute further to the consultation. These will be held at Council's formal meeting rooms and are scheduled for Thursday 5 May from 6-8pm and Saturday 7 May from 10am to midday and these details will be included on Council's website.

Question

Silvia Mastrogiovanni, Dandenong

It seems like the State Government are just letting the developer do whatever they want with Little India. As our Local Government what is the Council doing to protect us?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

The proposed Master Plan identifies a new precinct for Little India to support the State Government designation of Central Dandenong as the Indian precinct for Melbourne. Council's been active in advocating on behalf of the local traders and strongly supporting them in how they were impacted during development of works. Council will continue discussions with Development Victoria and Capital Alliance to ensure that the traders located within Little India are supported through this challenging transition.

Question

Valerie Roperti, Dandenong North

Has the Council objected to the State Government on the token consultation that was done on the Master Plan just released for the Little India? It was so short (one week) and I found out that there was consultation only after it was finished. I heard the survey closed last Friday and there were only three drop-in sessions all crammed into 6 days. With this Little India redevelopment proposal what are the next steps and timeframes in the planning process from here and how will residents be able to have their say? The proposed Little India development will clog up Foster Street with traffic. How are drivers meant to get through central Dandenong?

3 QUESTION TIME - PUBLIC (Cont.)

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Council is aware that the initial face-to-face consultation was limited however, interests in the Master Plan can still be submitted through the RCD Capital Alliance website. Council is currently in discussion with Capital Alliance on this matter and will be able to provide further updates on the planning process as the timelines become available and we will do that through Council's website. As mentioned in previous responses, Capital Alliance has engaged an expert team of consultants to prepare the Master Plan and see the RCD development through to completion. For this specific project, local Dandenong business Movement and Place Consulting has been engaged, they are experts in transport planning and place planning and being a local business, they are highly respected within the transport planning field and they are strongly aware of Council's priorities.

Question

Elizabeth Grasso, Keysborough

Regarding the proposed Sandown Racecourse development

- a) What are the number of mature trees that will be lost?
- b) What is the canopy cover reduction that will be result from the proposed development?

Response

Jody Bosman, Director City Planning, Design and Amenity

A development permit can only be considered at a later stage in accordance with the provisions of any rezoning of the site if successful. At this stage the proposal before Council is to rezone the site to a zone that would allow residential development and a degree of non-residential development to take place thus there is currently no development permit before Council and as such details of vegetation removal and new landscaping can only be answered at that time.

Question

Elizabeth Grasso, Keysborough

Regarding the proposed cemetery development in the Dandenong floodplains what are the timeframes and the next steps and will it be heard by a planning panel and if so, of what type?

Response

Jody Bosman, Director City Planning, Design and Amenity

The statutory process of a rezoning application for that site has not yet commenced. Council expects to be notified if and as soon as an application is lodged by the Southern Metropolitan Cemeteries Trust with the DELWP. As soon as that is lodged and those timelines are known we will then provide Councillors with that information and I am sure then the link to the website will also be made available.

Question

Elizabeth Grasso, Keysborough

When will there be community consultation on the next Greater Dandenong People Seeking Asylum and Refugees Action Plan given the current one ends in June this year?

3 QUESTION TIME - PUBLIC (Cont.)

Response

Jim Davine, Acting Director Community Services

The Multicultural and People Seeking Asylum Committee is reviewing the current plan and will review a new draft for the People Seeking Asylum and Refugees Action Plan at the April Committee meeting. The community consultation process required from this will be considered at that time.

Question

Charlie Mastrogiovanni, Dandenong

Is the Council going to make a submission to the Capital Alliance Master Plan and will it be shared with the Dandenong community? Why was Council hosting the consultation for the Capital Alliance sales brochure (you would not call it a plan!)? Their online feedback form would not even work! The Capital Alliance so called "Masterplan" is not anything of the sort. It is a series of artists' impressions. When will there be a real Planning Development Plan for us to see what is really going to happen?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Council has been briefed by Development Victoria and Capital Alliance on the proposed Master Plan prior to the recent community engagement process. Council officers are in ongoing discussions with Development Victoria and Capital Alliance and a decision on whether a specific submission is yet to be made. The meeting rooms in Council are open to public bookings and due to its location Development Victoria and Capital Alliance chose to hold a number of their sessions in the Council building. We were not officially hosting them as the consultation process was theirs alone.

Difficulties with their online form have been passed onto Development Victoria and both Capital Alliance. The Master Plan is a high-level document and artists impressions are usually provided to assist with showing the community and others what the vision is rather than a set of text or just words. It should be noted that the Minister is the relevant planning authority for this precinct. Development plans will be prepared for each precinct as they develop over the next 20 years. Any further details on timing received by Council can be shared with the community through its website.

Cr Loi Truong left the Chamber at 7.29pm.

Question

Dom Boccari, Keysborough

Thanks to Council for deferring the vote for the Waste to Energy Plant. We understand landfill is becoming an issue to dispose of waste, we the community are challenging the toxic method and a significant commitment of our rates for 25 years as well as why the location is been withheld from all Victorians.

1. Will Council submit alternative options such as cleaner methods of disposing of waste as Cr Garad has suggested in previous weeks?

3 QUESTION TIME - PUBLIC (Cont.)

2. Will Council consider building their own waste to energy plant with a clean method in its own municipality instead of committing us to such a long 25year contract?
3. Signing such a long 25year contract for anything within our Council is too big of a risk. Have they done a risk assessment? No Council officer should ever table such a financial risk to any Council.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Much of the detail will have to wait until we do the formal submission of the report to Council but I was hoping some general comments might help with those questions.

(1) Just to advise that the technology to be adopted has not yet been decided, this will be detailed in the tender submissions of the short-listed proponents. The evaluation of tenders will include robust criteria and scrutiny associated with the proposed technology to ensure they use proven, viable and that it will meet the highest environmental standards in the world. Council would not consider entering a contract unless these assurances are confirmed.

(2) Construction of a facility such as this comes at a considerable cost and economy of scale is needed and therefore the provision of the waste tonnes to be input into project and that means you need multiple councils to make it viable. The capital costs would need to be recovered over a significant period which is why the 25 years has been chosen and this is also about ensuring the viability and managing the gate fee costs of waste being delivered to this. Council building and facility by itself would not provide this fee to the community because of these cost constraints and the limited waste supplied.

(3) With regards to the risk assessment, this is a detail that will have to be considered within the Council report rather than at this early stage.

Question

Dom Boccari, Keysborough

When will the safety mechanisms be installed to the development site next to HomeCo? Council has acknowledged these issues as previously agreed, there needs to be a completion date as residents are moving into the homes and pedestrians need to have a safe passage to the shopping centre. If no date is available, why not?

Response

Jody Bosman, Director City Planning, Design and Amenity

There are a number of matters related to Mr Boccari's question and I will take you through those.

- (1) The establishment of landscape pedestrian barriers along the eastern interface of the north-south road and that has already been completed.
- (2) The installation of additional pedestrian way finding signage which will be installed upon completion of the development in June of this year.

3 QUESTION TIME - PUBLIC (Cont.)

(3) The relocation of the utility pole adjacent to the access lane along the eastern interface of the north-south road, this will be removed on 10 June 2022. It has taken some time to get VicRoads and AusNet the utility company to get their agreement on that.

(4) The installation of an additional fence at the footpath boundary adjacent to the access lane along the eastern interface of the north-south road, that has been completed.

(5) The installation of a zebra crossing outside of the childcare centre in HomeCo, following a number of inspections and discussions with the owners of HomeCo and the residential development, all line markings, bollards and tactile pedestrian surfaces will be installed upon completion of the development in June of this year. Thank you.

Question

Dom Boccari, Keysborough

Why did Council approve gumtrees to be planted directly below power lines on Cheltenham Road in front of the development site next to HomeCo and so close to a footpath? By now there has been enough evidence there is a better location to plant such trees. Will this be corrected before it is too late if not why not?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Council did not approve the installation of gumtrees directly below the power lines, there are trees on private property which are near the power lines but not directly underneath it. We should note that those trees are snowgums which are considered easier to manage around power lines.

4 OFFICERS' REPORTS - PART TWO

4.1 POLICY AND STRATEGY

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists

File Id:

Responsible Officer:

Corporate Services / Director City Planning
Design & Amenity

Attachments:

Draft Councillor Contact with Developers,
Submitters & Lobbyists Policy

1. Report Summary

Council is committed to open public accountability and transparency and Councillors are expected to uphold the highest standard of professionalism, integrity and transparency in relation to contact with developers, submitters and lobbyists and any conflict of interest or perceived conflict of interest.

Council at its meeting of 15 June 2021 resolved in response to Notice of Motion No 10:

That officers bring before Council for its consideration, a draft Policy on Councillor Contact Register with Developers, Submitters and Lobbyists.

Suggested elements for inclusion in the policy may be:

- 1. Voluntary reporting by Councillors, with Councillors mindful of the public's expectation of transparency and accountability in planning decision making;*
- 2. Whether the register is accessible publicly or by application; and*
- 3. How a person that may be listed on the policy be informed of this if a discussion about a planning application takes place.*

This draft Council policy and register seeks Councillor consideration and is based on similar models adopted by other Councils. This will provide a consistent approach to Council's operational requirements and demonstrate accountability and transparency of Council decisions and actions and a requirement for it to be recorded consistently.

There is currently no provision in the Local Government Act of Victoria 1989 or Local Government Act 2020 with respect to the creation and update of a register of Councillor communications for certain groups and nor is there anything in either that would preclude the Council from establishing a register if it chooses to do so.

2. Recommendation Summary

This report recommends that the Draft Councillor Contact with Developers, Submitters & Lobbyists policy and register be considered and adopted as per Attachments 1 to this report.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

3. Background

Council is committed to accountability and transparency and Councillors are expected to uphold the highest standard of professionalism and integrity in relation to contact with property developers, submitters and lobbyists.

Further to recent discussion between Councillors, it has become apparent they seek to implement a register for Councillor contact with Developers, Submitters & Lobbyists. Under this policy all elected members are encouraged but not mandated to record any contact they have with such parties. However, by going beyond the minimum requirements set out in legislation and once registering the contact by councillors in accordance with this Policy, councillors are benefitted by having a defence against allegations or perceptions of inappropriate assistance or endorsement on matters in which they might ultimately have a role in seeing progressed through the land use planning decision making process.

There is no requirement under the *Victorian Local Government Act 2020* (or those Parts of the Local Government Act 1989 which remain in force) to establish a policy and register of this nature. Similarly, the current legislation does not preclude Council from establishing a register. Current legislative provisions used to manage interactions between developers and lobbyists are found in the conflict of interest provisions of the *Local Government Act* which require a Councillor to declare whether they have a direct or indirect conflict on matters that come before them for consideration.

It is proposed that Greater Dandenong City Councillors go beyond the minimum requirements set out in legislation and commit themselves to a Policy that will demonstrate a higher standard of transparency in the highly important function of proposed and actual land use planning and development decision-making. Strong lobbying by both proponents as well as opponents to planning and development initiatives is a well-known occurrence and has seen increasing media attention both within Victoria and elsewhere in Australia. By having a policy that goes beyond the minimum legislative requirements and which offers a best-practice model of open public accountability and transparency, there can be greater confidence in the public domain of perceptions of bias or undue influence being avoided in the decision-making process.

The effect of the proposed policy would see that councillors voluntarily complete the register in keeping consistent with the Councillor Code of Conduct.

By way of example, in 2016, the City of Vincent in Western Australia issued a discussion paper 'Raising the Bar – New Transparency Reforms for WA local government'. The discussion paper was written following the defeat of a City of Vincent motion at the Western Australian Local Government Association meeting seeking broad ranging transparency reforms in local government. Amongst, other recommendations this paper recommended the establishment of a register to record Councillor communications with developers. The City of Vincent subsequently created a policy and a register of this type of communication and is readily available and made public on their Council's website. This proposed CGD Policy is not dissimilar to that Policy.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

Considerations that arise for Council in reviewing the proposed Policy, is the need to establish clear policy objectives for what Council is seeking to achieve and the impact on the design and administration of such a register. It will be important for balance between what Council seeks, transparency and enabling groups within the community to access their elected officials.

Successful implementation will depend on ensuring there are clear definitions for the groups to be included on the register and communicating this requirement to report (and any exclusions if applicable).

The draft Council policy of Councillor Contact with Developers, Submitters & Lobbyists (Attachment 1) will achieve transparency in planning and development decision making and to avoid perceptions of bias or undue influence.

4. Proposal

It is proposed that the Draft Councillor Contact with Developers, Submitters and Lobbyists policy and register as provided in Attachment 1 to this report be considered and adopted by Council.

5. Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

After consultation with the Greater Dandenong community on what kind of future they wanted for themselves and our city, the Greater Dandenong People's Panel developed a new Community Vision for 2040:

*The City of Greater Dandenong is a home to all.
It's a city where you can enjoy and embrace life through celebration and equal opportunity.
We harmonise the community by valuing multiculturalism and the individual.
Our community is healthy, vibrant, innovative and creative.
Our growing city is committed to environmental sustainability.
Welcome to our exciting and peaceful community.*

5.1 Community Vision 2040

This report is consistent with the Community Vision 2040 and its accompanying principles:

- Safe and peaceful community.

5.2 Council Plan 2021-25

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following strategic objectives:

- A Council that demonstrates leadership and a commitment to investing in the community.

6. Victorian Charter of Human Rights and Responsibilities

The Victorian Charter of Human Rights and Responsibilities has been considered in the preparation of this report but is not relevant to its contents.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

7. Financial Implications

No financial resources are impacted by this report.

8. Consultation

Prior to reporting to Council the Draft Councillor Contact with Developers, Submitters & Lobbyists policy and register was reviewed and evaluated by the relevant internal stakeholders.

While community consultation is not a requirement of this policy under the Local Government Act 2020, the policy once endorsed by Council, will be available on Council's website. The Councillors contact with Developers, Submitters and Lobbyists register, once established, will also be publicly available in an electronic format on the Council's website and updated on a monthly basis.

9. Conclusion

That the proposed Draft Councillor Contact with Developers, Submitters & Lobbyists Policy and register as provided in Attachment 1 this report be endorsed and adopted by Councillors.

10. Recommendation

That Council considers and adopts the Draft Councillor Contact with Developers, Submitters & Lobbyists policy and register as per Attachments 1 to this report.

MINUTE 418

Moved by: Cr Rhonda Garad
Seconded by: Cr Richard Lim OAM

That Council considers and adopts the Draft Councillor Contact with Developers, Submitters & Lobbyists policy and register as per Attachments 1 to this report.

CARRIED

Cr Loi Truong returned to the Chamber at 7.39pm.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

POLICY AND STRATEGY

**COUNCILLOR CONTACT WITH DEVELOPERS, SUBMITTERS &
LOBBYISTS**

ATTACHMENT 1

**DRAFT COUNCILLOR CONTACT WITH
DEVELOPERS SUBMITTERS & LOBBYISTS
POLICY**

PAGES 11 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)



Councillor Contact with Developers, Submitters & Lobbyists Policy

Policy Endorsement:	Council		
Policy Superseded by this Policy:	Not applicable		
Directorate:	City Planning, Design & Amenity CPDA/Corporate Services		
Responsible Officer:	Director CPDA/Manager Governance		
Policy Type:	Discretionary (Requested by Council through Notice of Motion)		
File Number:		Version No:	001
1 st Adopted by Council	Minute No.	Last Adopted by Council:	Minute No.
Review Period:	2years	Next Review:	January 2024

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

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4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)



TABLE OF CONTENTS

1.	PURPOSE.....	2
2.	BACKGROUND.....	2
3.	SCOPE	2
4.	DEFINITIONS	3
5.	POLICY.....	3
6.	RESPONSE TO THE OVERARCHING GOVERNANCE PRINCIPLES OF THE LOCAL GOVERNMENT ACT 2020.....	5
7.	CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006 – COMPATIBILITY STATEMENT	6
8.	RESPONSE TO THE GENDER EQUALITY ACT 2020	6
9.	CONSIDERATION OF CLIMATE CHANGE AND SUSTAINABILITY	6
10.	RESPONSIBILITIES.....	6
11.	REPORTING, MONITORING AND REVIEW	6
12.	REFERENCES AND RELATED DOCUMENTS	7
13.	APPENDIX 1 – COUNCILLOR CONTACT WITH DEVELOPER SUBMITTER OR LOBBYIST FORM	8

DRAFT

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

1. PURPOSE

Councillor compliance with this Policy is on a voluntary basis. Councillors are not mandated or obligated to register their contact with Developers, Submitters and Lobbyists but are encouraged to do so for the reasons and benefits set out further in this document.

The purpose of this policy is to:

- provide guidance to Councillors with regard to how they should interact with developers, submitters and lobbyists in matters relating to land use planning;
- provide ethical guidance for Councillors when dealing with developers, submitters and lobbyists who have made, or are proposing to make, a land use planning application or submission;
- promote transparency, equity, consistency and public accountability, and to assist in better decision making in the planning process;
- ensure that all decisions are legal, ethical, impartial and in accordance with all relevant legislation;
- maintain free and open accessibility to Councillors and Council itself which is vital for efficient and effective Local Government;
- encourage and support high quality projects and facilitation of new investment in the region by way of major projects and investment facilitation; and
- provide guidance in addition to the requirements and processes imposed upon Councillors and others by the *Local Government Act 2020*.

2. BACKGROUND

Council recognises that interactions with developers, submitters and lobbyists are a necessary and essential part of a healthy democracy and every person, organisation and interest group has a right to put a case forward to elected officials as part of the land use planning decision making process.

Council is committed to open public accountability and transparency. Councillors are expected to uphold the highest standards of professionalism, integrity and transparency in relation to contact with developers, submitters and lobbyists and any conflict of interest or perceived conflict of interest is required to be recorded consistently.

The *Local Government Act 2020* requires Councillors to declare direct or indirect conflicts of interest on matters that come before them for consideration. Greater Dandenong City Council seeks to go beyond the minimum requirements set out in legislation and commits itself to a higher standard of transparency in the highly important function of proposed and actual land use planning and development decision making.

By going beyond the minimum requirements set out in legislation and registering the contact by councillors in accordance with this Policy, councillors are benefitted by being protected from allegations or perceptions of inappropriate assistance or endorsement on matters in which they might ultimately have a role in seeing progressed through the land use planning decision making process.

3. SCOPE

This policy applies to any and all contact between Councillors and developers, submitters and lobbyists in Greater Dandenong City Council (Council) with regard to land use planning related matters.

This policy does not apply to a social interaction that does not discuss current land use planning matters between Councillors and other persons simply because those other persons are developers, submitters or

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

lobbyists. However, Councillors are reminded of their obligation to both avoid conflicts of interest and disclose potential conflicts of interest and are required to carefully consider possible implications of social interaction with developers, submitters and lobbyists.

4. DEFINITIONS

Unless otherwise specified within this policy, the following words are defined to mean the following in terms of this policy:

Contact	any communication or information exchange between a Councillor and a developer, submitter and/or lobbyist, regardless of whether it was expected, planned, solicited or reciprocated and regardless of the means of communication.
Council	Greater Dandenong City Council.
Councillor/s	a Councillor or Councillors of Greater Dandenong City Council which includes the Mayor.
Developer	an applicant, or proposed applicant, for a land use planning application or similar. This includes any consultants, advisors, agents, representatives or person closely associated with the developer who is appointed to promote or advocate for the developer's interests or proposal.
Submitter	a person or entity that makes, or proposes to make, a submission to a land use planning application or similar. Such submissions could be either in support of, or in opposition to, a land use planning application.
Lobbyist	a person or entity that carries out a lobbying activity for a third-party client, such as a developer, or whose employees or contractors carry out a lobbying activity for a third party.

5. POLICY

5.1 Potential Developers and Lobbyists (where no proposal is currently before Council)

Councillors should encourage responsible and appropriate development in Council's area. Councillors should not feel inhibited in any communications, with potential developers and lobbyists (for a potential development) in promoting the benefits of developing in Council's local government area.

However, in dealings with potential developers and lobbyists (for a potential development) Councillors:

- must make clear to potential developers and lobbyists that they can provide general information on the application process only and cannot give advice about, or commit to, the development's chance of success;
- should suggest the developer or lobbyist seek independent professional advice;
- if applicable, must encourage potential developers and lobbyists to seek preliminary advice on their proposal by utilising the established process within the City Planning and Design Department at Council for pre-lodgement meetings with Council officers; and
- should not state any opinions or provide any advice regarding the proposal (other than that stated above). The Councillor must be aware that if they do give a personal opinion on the potential

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

development, this may preclude them from being involved in any decisions on the development in the future.

5.2 Potential Submitters (where no proposal is currently before Council)

In relation to potential submitters to a development application, Councillors should not feel inhibited about discussing with potential submitters what is publicly known about a potential development application. Councillors:

- must make it clear to potential submitters that they can provide general information on the application process only and cannot give advice about the developments chance of success;
- should suggest that the submitter seeks independent professional advice; and
- should not state any opinions regarding the proposal (other than that stated above). The Councillor must be aware that if they do give a personal opinion on the potential development, this may preclude them from being involved in any decisions on the development in the future.

5.3 Meetings between Councillors, Developers, Submitters and/or Lobbyists (after a development application has been lodged with Council)

After a development application has been lodged at Council, any request for a meeting between Councillors and developers, submitters and/or lobbyists may occur only to listen to the position of the relevant person or group. To ensure a fair and transparent process, where such meetings occur, Councillors must then also make themselves available to all other parties involved in the matter to hear their views should they similarly request to be heard.

At any meeting with developers, submitters and/or lobbyists, Councillors:

- should advise the contact that the meeting might be registered in accordance with the Policy, and should proceed only if the contact understands and agrees;
- must make clear that they are only in attendance to listen to the person or group, that they can provide general information on the application process only and they cannot give advice about the development's chance of success;
- should not state any opinions or provide any advice regarding the proposal (other than that stated above). The Councillor must be aware that if they do give a personal opinion on the potential development, this may preclude them from being involved in any decisions on the development in the future; and
- should state that in relation to Council's possible decision on the application, that the Councillor's principal obligation is to serve the public interest by ensuring that their decision is:
 1. consistent with the planning legislation, Council's planning scheme and policies; and
 2. made after having appropriate regard to any officer's (or Council appointed consultant's) advice; and
 3. not influenced by any other irrelevant or inappropriate consideration.

5.4 Meetings between Councillors, Developers, Submitters and/or Lobbyists (where a development application is subject to legal proceedings)

In the event that a land use planning application is proceeding to any type of court or tribunal proceeding, no meetings between Councillors and developers, submitters and/or lobbyists should take place unless approved by the Chief Executive Officer or the Director, City Planning Design & Amenity with such meeting being approved on a "without prejudice" basis.

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

5.5 Other Communications

After a land use planning application has been lodged, if a Councillor engages in a form of contact not detailed above with a developer, submitter and/or lobbyist they:

- must make clear that they are only able to listen to the person or group, that they can provide general information on the application process only and they cannot give advice about the development's chance of success;
- should not state any opinions or provide any advice regarding the proposal (other than that stated above). The Councillor must be aware that if they do give a personal opinion on the potential development, this may preclude them from being involved in any decisions on the development in the future; and
- In relation to Council's possible decision on the application, that the Councillor's principal obligation is to serve the public interest by ensuring that their decision is:
 1. consistent with the planning legislation, Council's planning scheme and policies; and
 2. made after having appropriate regard to any officer's (or Council appointed consultant's) advice; and
 3. not influenced by any other irrelevant or inappropriate consideration.

5.6 Record of Communication – Register of Contact with Developers, Submitters and Lobbyists

Councillors should keep a written record of the matters discussed at any interaction with a developer, submitter and/or lobbyist. A *Councillor Declaration of Contact with Developer, Submitter and Lobbyist Form* (see Appendix 1) should be completed and forwarded to the Chief Executive Officer for inclusion in the *Register of Contact with Developers, Submitters and Lobbyists* within 10 business days of the meeting taking place.

The Governance Unit (on behalf of the Chief Executive Officer) is responsible for maintaining the *Register of Contact with Developers, Submitters and Lobbyists*. The Register shall be made publicly available in an electronic format on the Council's website and updated on a monthly basis.

6. RESPONSE TO THE OVERARCHING GOVERNANCE PRINCIPLES OF THE LOCAL GOVERNMENT ACT 2020

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles. This policy responds to the overarching governance principles by contributing to the following points:

- Council decisions are made and actions taken in accordance with the relevant law;
- priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is promoted when considering all land use planning matters;
- the municipal community is engaged in strategic planning and strategic decision making;
- innovation and continuous improvement are pursued;
- regional, state and national plans and policies are to be taken into account in strategic planning and decision making for all land use matters; and

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)

- the transparency of Council decisions, actions and information is ensured by the development of the Register of Contact.

7. CHARTER OF HUMAN RIGHTS AND RESPONSIBILITIES ACT 2006 – COMPATIBILITY STATEMENT

The Victorian Charter of Human Rights and Responsibilities Act 2006 has been considered in relation to whether any human right under the Charter is restricted or interfered with in any way by enacting any part of this policy. It is considered that this policy is consistent with the rights outlined in the Charter.

8. RESPONSE TO THE GENDER EQUALITY ACT 2020

Council's Diversity, Access and Equity Policy and the *Gender Equality Act 2020* have been considered in the preparation of this policy but are not relevant to its contents. The policy is purely administrative in nature and does not benefit any one gender group over any other.

9. CONSIDERATION OF CLIMATE CHANGE AND SUSTAINABILITY

Council's Declaration on a Climate and Ecological Emergency, Council's Climate Change Emergency Strategy 2020-2030 and the requirements of the *Local Government Act 2020* in relation to the overarching governance principle on climate change and sustainability have been considered in the preparation of this policy but are not relevant to its contents. The policy is purely administrative in nature and Councillors will be provided with access to electronic formats of both the policy and the *Contact with Developer, Submitter and Lobbyist Declaration Form* so that hard copies are not required.

10. RESPONSIBILITIES

Councillors should keep a written record of the matters discussed at any interaction with a developer, submitter and/or lobbyist. A *Councillor Declaration of Contact with Developer, Submitter and Lobbyist* should be completed and forwarded to the Chief Executive Officer for inclusion in the *Register of Contact with Developers, Submitters and Lobbyists* within 10 business days of the meeting taking place.


The Governance Unit (on behalf of the Chief Executive Officer) is responsible for maintaining the *Register of Contact with Developers, Submitters and Lobbyists* shall be made publicly available in an electronic format on the Council's website and updated on a monthly basis.

11. REPORTING, MONITORING AND REVIEW

A periodic review of this policy will be undertaken to ensure that any changes required to strengthen or update the policy are made in a timely manner.

Councillors should keep a written record of all matters discussed at any interaction with a developer, submitter and/or lobbyist. A *Councillor Declaration of Contact with Developer, Submitter and/or Lobbyist*

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)



Form (see Appendix 1) must be completed and forwarded to the Chief Executive Officer for inclusion in the *Register of Contact with Developers, Submitters and Lobbyists* within 10 business days of the meeting taking place.

The *Register of Councillor Contact with Developers, Submitters and Lobbyists* register will be monitored by the Governance Unit on behalf of the Chief Executive Office.

The *Register of Councillor Contact with Developers, Submitters and Lobbyists* will be placed on Council's website in accordance with this policy.

12. REFERENCES AND RELATED DOCUMENTS

Legislation

- *Charter of Human Rights and Responsibilities Act 2006*
- *Gender Equality Act 2020*
- *Local Government Act 2020*
- *Planning and Environment Act 1987*

Related Council and Other Policies, Procedures, Strategies, Protocols, Guidelines (in alpha order)

- Greater Dandenong City Council Climate Change Emergency Strategy and Action Plan 2020-30
- Greater Dandenong City Council Conflict of Interest Policy
- Greater Dandenong Planning Scheme

4.1.1 Draft Councillor Contact with Developers, Submitters & Lobbyists (Cont.)



13. APPENDIX 1 – COUNCILLOR CONTACT WITH DEVELOPER.SUBMITTER OR LOBBYIST FORM



COUNCILLOR DECLARATION OF CONTACT WITH DEVELOPER, SUBMITTER OR LOBBYIST

	Insert Details Below
Councillor Name:	
Name of developer, submitter and/or lobbyist:	
Date, place and time of contact:	
Type or method of contact:	
Property of development discussed:	
Nature of issue covered in the contact:	
Did you advise the developer, submitter or lobbyist of the Contact Register?	
How did you advise them about the Contact Register?	
Any other comments?	

Signed: _____

Date: _____

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project

File Id:	A7346176
Responsible Officer:	Director City Planning Design & Amenity
Attachments:	Sandown Racecourse Comprehensive Development Plan (2020) Amendment C229 Explanatory Report Comprehensive Development Zone Schedule 3 Sandown Racecourse Vision (2021) Sandown Racecourse Design Guide (2020) Sandown Racecourse Development Contributions Plan (2020)

Report Summary

The Melbourne Racing Club (the Proponent) is seeking a Council resolution to request the Minister for Planning's Authorisation to prepare and exhibit the proposed Planning Scheme Amendment C229 (the Amendment) to the *Greater Dandenong Planning Scheme*.

This report is not an assessment of the merits of the proposed Planning Scheme Amendment (PSA) and makes no recommendation on whether or not to support the proposed Amendment. This report deals only with the administrative step in the process of requesting of the Minister for Planning an authorisation to prepare Planning Scheme Amendment documentation and to place that documentation on public exhibition in order to allow for public submissions on it.

Following the receipt of public submissions, Council will consider a report which addresses the submissions and merits of the application and at that stage will decide on whether or not to further proceed with the Planning Scheme Amendment process or to abandon the PSA. The process is illustrated in *Figure 2* below.

The Amendment seeks to facilitate the Sandown Racecourse Urban Renewal project in accordance with the Sandown Racecourse Comprehensive Development Plan (2020) (see **Attachment 1**). The Planning Scheme Amendment C229 Explanatory report outlines the proposed changes to the Greater Dandenong Planning Scheme (see **Attachment 2**) inclusive of introducing a new Sandown Racecourse Local Planning Policy, applying the Comprehensive Development Zone, Development Contributions Plan Overlay and making other associated changes.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

This report provides an overview of:

- Strategic Planning context and work undertaken to prepare the Planning Scheme Amendment request;
- The Planning Scheme Amendment process;
- The proposed vision, principles, framework, precincts and proposed urban form that will guide the Project;
- The proposed planning controls sought to implement the Project; and
- Detailed discussion of the proposal.

By obtaining authorisation from the Minister for Planning, the statutory process for the formal exhibition and public consultation of the Amendment can commence. The exhibition of the Amendment will give the Greater Dandenong community an opportunity to provide their views on the proposal and have their submission considered by an independent Planning Panel, should their submission remain unresolved. Council will then be able to assess the Amendment with the benefit of being informed by stakeholder and community submissions, including statutory referral authorities. In seeking ministerial authorisation, it should be noted that seeking authorisation does not imply Council support for or against the proposal but enables the formal amendment process to commence.

Recommendation Summary

This report recommends that Council:

- commences the statutory process for a Planning Scheme Amendment by seeking authorisation from the Minister for Planning to prepare Amendment C229 to the Greater Dandenong Planning Scheme;
- upon receipt of Ministerial authorisation, commences the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme to all relevant parties in the manner required by the Planning and Environment Act, 1987 and regulations;
- following exhibition of Planning Scheme C229 Council receives a report on the submissions received, with recommendations on the way forward; and
- Notes that seeking authorisation does not imply Council support for or against the proposal but enables the formal amendment process to commence.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Background

The Melbourne Racing Club (the Proponent) are the owners of the Sandown Racecourse which currently occupies subject site (see Figure 1). The subject site consists of 48 titles over 112.25 hectares, a parcel of land bounded by the rail corridor to the south, Corrigan Road to the east, Princes Highway to the north and existing open space and residential area to the west.

The Proponent is seeking a Planning Scheme Amendment to the Greater Dandenong Planning Scheme facilitate the Melbourne Racing Club's Sandown Racecourse Urban Renewal project. The Proponent commenced with strategic planning for the redevelopment of the Sandown Racecourse commenced in 2015 and has engaged with Council officers from late 2017 to prepare proposed development plans and associated planning controls.

In January 2021, the Proponent submitted documentation to Council in support of a Planning Scheme Amendment to rezone the land and facilitate the Sandown Racecourse Urban Renewal project (the Project). The Proponent made this request to Council in its role as planning authority for the land.

The proposed Amendment seeks to facilitate the strategic direction for the Site as reflected in State policy, with the Site earmarked as a key urban renewal location in Plan Melbourne 2017-2050 supported by the Monash NEIC Framework Plan (draft), prepared by the Victorian Planning Authority (VPA).

As well as engaging with Council officers, the Proponent has engaged with the Victorian Planning Authority (VPA), DELWP, Department of Education, Department of Transport, Melbourne Water, EPA and South East Water. The proposed Amendment is accompanied by a range of specialist and technical reports.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

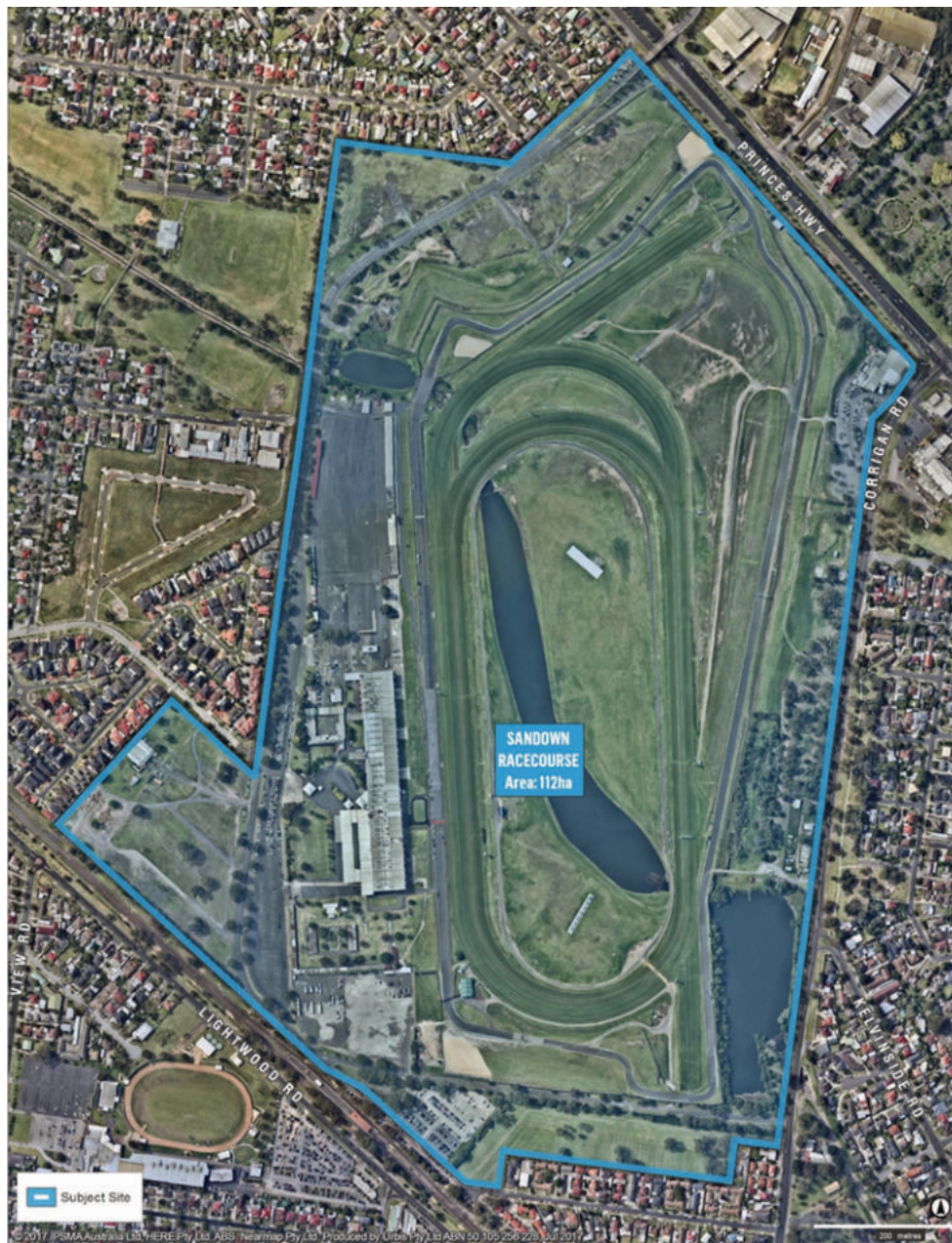


Figure 1 – The Site

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Planning Scheme Amendment Process

The below chart illustrates the Planning Scheme Amendment process and the stage where this project sits:

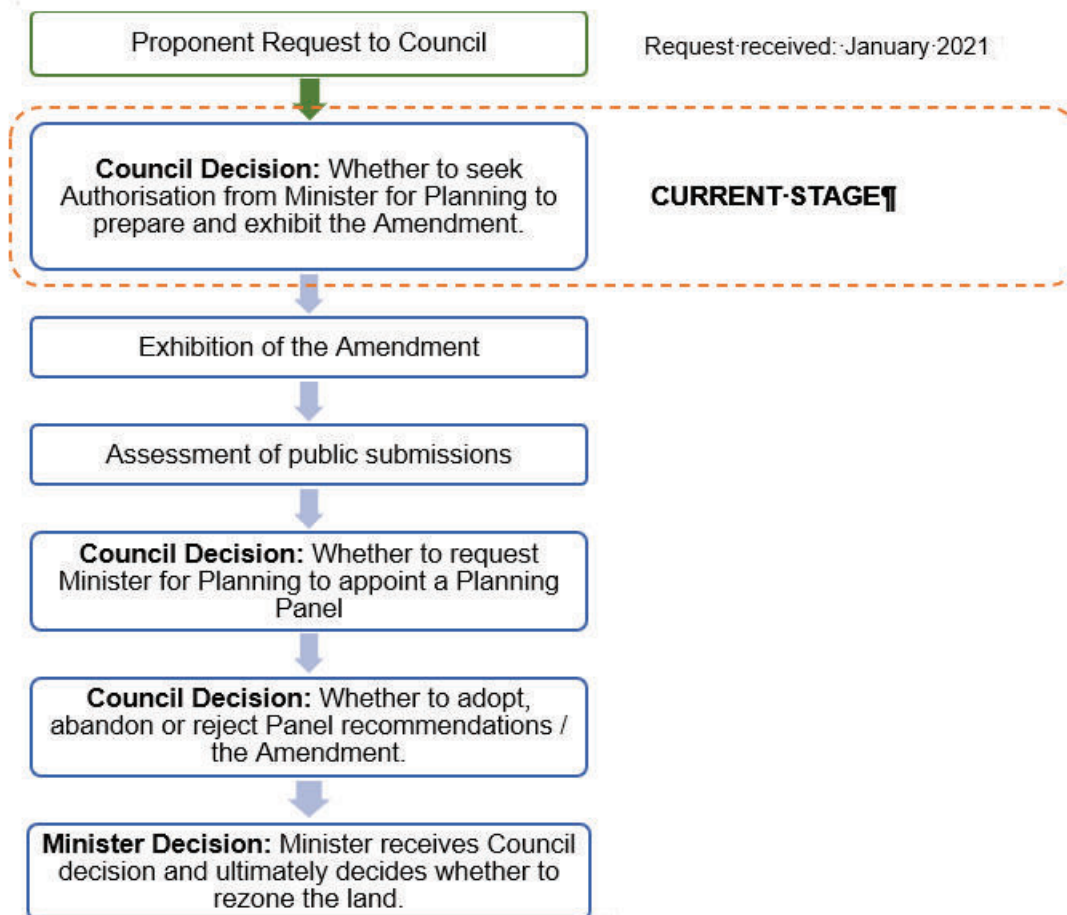


Figure 2 – The Planning Scheme Amendment Process

By seeking authorisation from the Minister for Planning, the statutory process for exhibition of the Amendment and public consultation can commence. The exhibition of the Amendment will give the Greater Dandenong community and stakeholders an opportunity to provide their views on the proposed amendment and have their submission considered by an independent Planning Panel, should their submission remain unresolved. Council will be able to assess the Amendment with the benefit of being informed by formal submissions, including those from statutory referral authorities.

Proposal

The submitted amendment seeks to implement the *Sandown Racecourse Comprehensive Development Plan (2020)* (see **Attachment 1**) by introducing a new Sandown Racecourse Local Planning Policy, applying the Comprehensive Development Zone, Development Contributions Plan Overlay and

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

making other associated changes to the Greater Dandenong Planning Scheme. Set out in the following pages of this report is the Proponent's development vision and statutory mechanisms in support of that vision.

As detailed in the Explanatory Report (at **Attachment 2**) Amendment C229 proposes to:

- Amend Planning Scheme Map Nos. 1 and 2 (Zones) (rezone amendment area to Compressive Development Zone – Schedule 3 (CDZ3));
- Amend Planning Scheme Map No. 1 Environmental Audit Overlay (EAO) and insert new Planning Scheme Map No. 2EAO (to apply the EAO to the entire amendment area);
- Insert new Planning Scheme Map Nos. 1 Development Contributions Plan Overlay (DCPO) and 2DCPO;
- Amend Planning Scheme Map Nos. 1 Heritage Overlay (HO) and 2HO;
- In Local Planning Policy Framework – insert a new Clause 22.13 in the form of the Sandown Racecourse Local Planning Policy;
- In Zones – Clause 37.01, amend Schedule 1 to the Special Use Zone (to remove the subject site from the Sandown Park Schedule);
- In Zones – Clause 37.02, insert a new Comprehensive Development Zone Schedule 3;
- In Overlays – Clause 43.01, replace the Heritage Overlay Schedule with a new Schedule;
- In Overlays – Clause 45.06, insert a new Development Contributions Overlay Schedule 4;
- In Particular Provisions – amend the Schedule to Clause 53.01 (Public Open Space Contribution and Subdivision);
- In General Provisions – amend the Schedule to Clause 72.03 ('What does this Planning Scheme Consist of?') to reflect the above; and
- In Incorporated Documents – amend the schedule to Clause 72.04 ('Documents Incorporated in the Planning Scheme') to reflect the above.

Sandown Racecourse Comprehensive Development Plan (2020)

The *Sandown Racecourse Comprehensive Development Plan (2020)* (the CDP) (see **Attachment 1**) is a long-term plan to facilitate the future redevelopment of the Sandown Racecourse. The CDP is a high-order planning document that sets out the vision and objectives for the entire site, high-level urban frameworks, key infrastructure commitments, and clear requirements and guidelines for future development.

Vision

The Proponent's vision for the Site is for a major new urban renewal precinct with a master planned design that focuses on liveability and leverages the sites proximity to Sandown Park Railway Station. The Project seeks to create a 20-minute neighbourhood, with a diversity of housing, recreation opportunities, services and transport modes that support the future community and integrates with surrounding neighbourhoods.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

The seven key principles underpinning the vision are:

- **New Urban Environment** - Create a vibrant urban neighbourhood.
- **Preserve the Memory** - Celebrate the unique heritage of Sandown.
- **Celebrate Mile Creek** - Restore and celebrate Mile Creek.
- **Open Spaces** - Provide a network of open spaces of different scale and character.
- **Connections** - Prioritise sustainable modes of transport.
- **Community Heart** - Create a mixed-use and vibrant urban village as the focal point.
- **Sustainable Change** - Sustainable outcomes in all aspects of the new urban form.

Framework Plan

The Framework Plan (shown in Figure 3 below) outlines the transit hub, local town centre, transport and open space networks and range of community infrastructure envisaged for the site.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Figure 3 Sandown Racecourse Comprehensive Development Plan – Framework

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Plan

Precincts

The Site is proposed to be divided into four precincts: Town Centre, East, West and Princes (shown in Figure 4 below). It is proposed that each precinct will have a distinct built form character, providing diversity in density, building form and height. Higher built form will adjoin key amenity and transport elements, such as the Mile Creek corridor and open space nodes, the Main Boulevard, and Sandown Park Train Station. The height of built form will step down from these key locations, with lower built form required towards the sensitive external interfaces.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

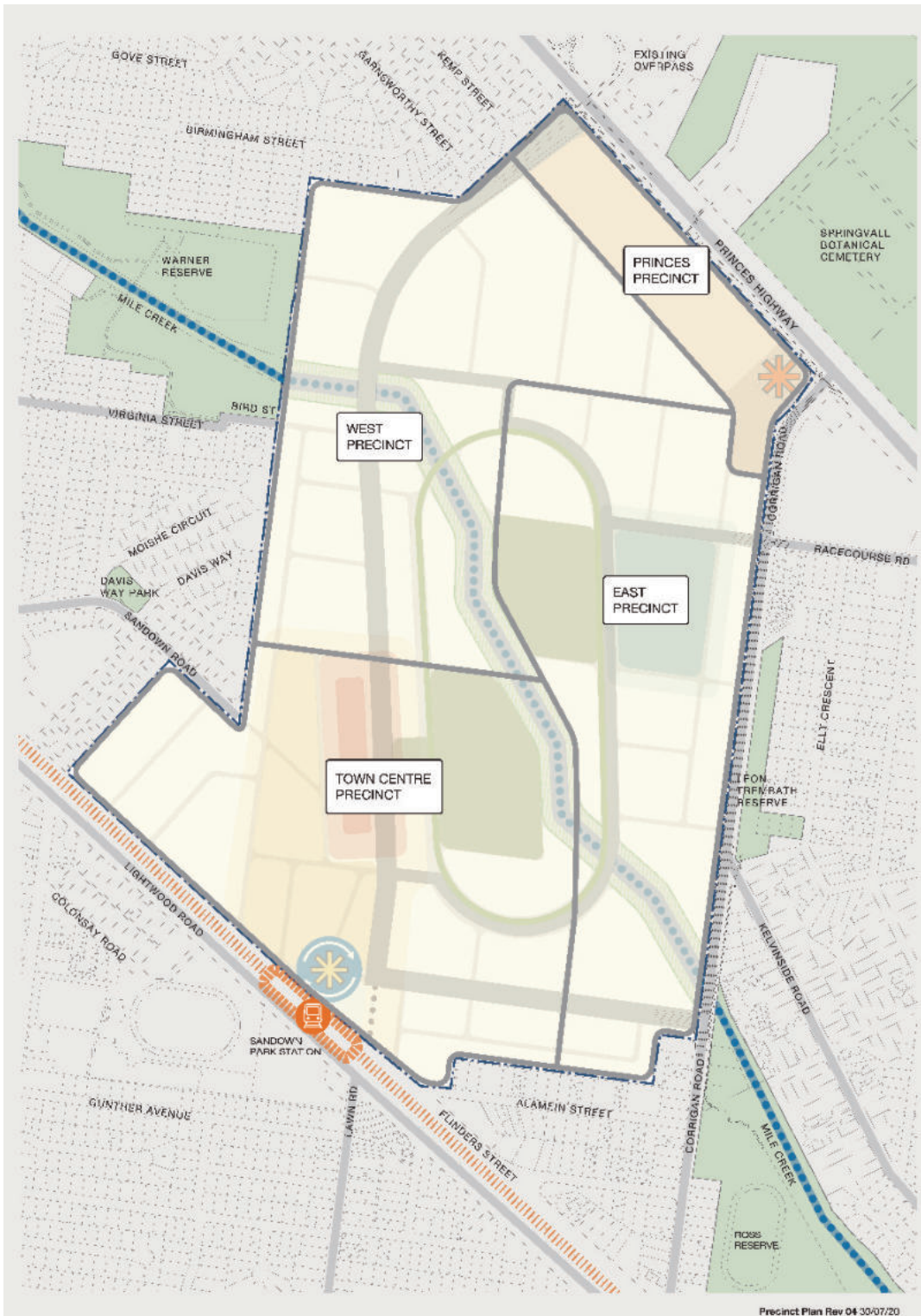


Figure 4 Four Precincts are identified for development

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Proposed Planning Controls to Guide the Development

The proposed planning controls are designed to provide certainty for the development vision. A key step is the preparation and approval of Precinct Plans for each Precinct which must align with the over-arching 'Framework Plan' (Figure 3) and be in accordance with the CDP. The proposed zoning control allows full control over the types of uses allowable within the site. The process for preparation, consultation and approval of each Precinct Plan is guided by the CDZ Schedule 3 (see **Attachment 3**). Figure 5 below demonstrates a high-level illustration of the planning approvals process. Council is currently contemplating step 2 of this process.

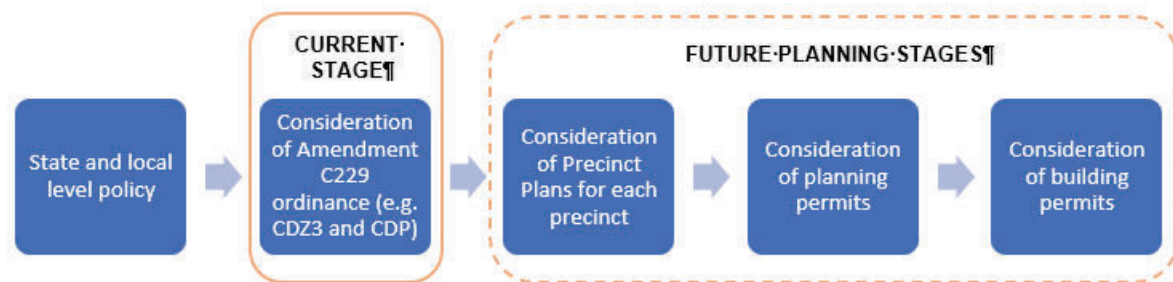


Figure 5 Sandown Racecourse high level planning approvals process diagram

Staged Approval Process

Proposed community and agency engagement periods and Council decision-making points for each Precinct are outlined in Figure 6.

Overview of Proposed Amendment

The following provides detailed information on the proposal for information only. The purpose of this report is not to seek support for the proposal as set out below, and as previously mentioned this report only seeks approval to commence the process of the planning scheme amendment. This will then allow all interested parties, including the community, the opportunity to consider and comment on the proposal. Following this, Council will then be able to make decisions on the merits of the proposal, with all of the information to hand.

The Planning Control Framework and Planning Permit Process

The proposed suite of controls implemented under the proposed Comprehensive Development Zone (CDZ) Schedule 3 is an alternative option to using a suite of multiple zones available (such as residential and commercial zones, and/or Development Plan Overlay). The Proponent has put forward the CDZ as they considered that the alternative zones and overlays do not allow the same level of over-arching, holistic control of urban form and infrastructure, or the flexibility to design smaller details over the course of redevelopment planning.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Urban Design and Overall Layout

The overall design and layout of the Project is proposed to create a 20-minute neighbourhood with a diversity of housing and public infrastructure, including new connections to the existing neighbourhoods.

The proposed layout has been driven by existing transport patterns, historic racecourse elements, and the creation of north-south and east-west connections and the alignment of Mile Creek. The Mile Creek linear reserve and active transport green path ('Recreation Loop') in the shape of the existing racetrack is central to the design of the Project. The Project is also focused upon the 'Primary Activity Node', a local neighbourhood centre between the historic grandstand and Sandown Park Railway Station. This neighbourhood centre will support higher density-built form and commercial development.

New pedestrian-focused green path networks are proposed to connect new and existing communities to public open spaces, community facilities and activity nodes within the Project. The Project also proposes to create enhanced active transport connections into Springvale and Noble Park.

Built Form and Interfaces to Neighbouring Areas

The Project will provide predominantly residential dwellings with commercial; retail and community uses focused within designated activity nodes with potential for mixed uses along the Princes Highway frontage. Urban design modelling undertaken proposes a mix of dwellings, including houses, townhouses, and apartments.

The objectives, requirements and guidelines listed in the CDP will seek to guide development to achieve increased height and density towards the Sandown Park Railway Station, major open space areas and the Primary Activity Node, with development then transitioning down as it moves towards the edge of the site.

The Subject Site has residential interfaces to the east (generally opposite Corrigan Road), south (rear of properties to Alamein Street) and west (generally opposite Racecourse Drive) as well as a sensitive interface to Warner Reserve (west). There are specific mandatory requirements within the proposed CDP that control the urban form of the interface areas, including height controls, landscaping requirements, protection of high-value trees and active orientation.

An artist's impression, Sandown Racecourse Vision (2021) scheme (see **Attachment 4**) has been prepared by the Proponent to illustrate how the Project could develop. The artist's impressions are informed by the vision, parameters and design guidance contained in the CDP and the Sandown Racecourse Design Guide (2020) which is to be a reference document listed in the planning scheme (see **Attachment 5**).

Heritage

The Project recognises the local historical values of Sandown Racecourse and the State-level heritage significance of the grandstand. A Conservation Management Plan has been prepared to guide adaptive reuse, with permission required under the *Heritage Act 2017* for any works.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Key features within the urban design concept includes the retention of the historic grandstand; the alignment of the Main Boulevard in front of the grandstand celebrating motor racing at Sandown; and the Recreation Loop in the shape of the existing horse racing track.

Population, Density and Employment

The redevelopment proposal is for 7,500 dwellings, accommodating approximately 16,000 residents. A Demographic Assessment using a demographic assessment methodology and population forecast assumptions has been undertaken by the Proponent, which has informed the discretionary 7,500 dwelling 'soft cap' proposed within the planning controls. If more than 7,500 dwellings are proposed, the planning controls require further technical investigations (including infrastructure and transport) to determine capacity. This will be undertaken via the Precinct Plan process outlined previously in this report.

The expected population is based on urban design modelling of approximately 70 dwellings per hectare to derive the 7,500 expected dwellings. To achieve 70 dwellings per hectare, the developable area of the Site will predominantly consist of lower and medium-density housing with apartment development delivered in core locations.

The Proponent has provided 'Table 1 - Comparative analysis of urban renewal projects' which compares the modelled density of the Project to new or recently approved urban renewal projects in metropolitan Melbourne, based on publicly available information.

Sandown	7,500	112.3	70	16,000	2.1
East Village, East Bentleigh	3,000	24.6	122	5,400	1.8
PMP Printing, Clayton	1,180	10.2	116	2,280	1.9
CSIRO, Highett	1,048	9.3	113	1,990	1.9
Precinct 15, Altona North	3,000	67.0	45	7,000	2.3
Jacksons Green, Clayton South	600	6.6	90	1,200	2.0

Table 1 - Comparative analysis of urban renewal projects

** Excludes commercial space, which significantly increases the density of East Village and the PMP Printing site in particular.*

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

A *retail economic report* undertaken by the Proponent advises that it estimates that this urban renewal project will generate 825 ongoing jobs within the Site (including in the town centre and home-based employment).

Transport, Traffic and Car Parking Management

The Subject Site proposes to utilise the public and active transport opportunities that stem from the Site's proximity to Sandown Park Station, Springvale and Noble Park Activity Centres, and key active transport links. The internal transport network is proposed to be integrated and maximise access for all transport modes throughout Sandown Racecourse.

Local Access streets (providing links to dwellings within the residential areas of the redevelopment) are proposed to have a road reserve width between 16 and 20 metres depending on local conditions. This provides single-lane travel in both directions as well as on-street parking (minimum one-side).

As a result of future demand, Corrigan Road will require widening and the Corrigan Road / Princes Highway intersection will be upgraded to cater for the additional demand.

Public Open Space

The Project is required to provide an array of high-quality open space, based around a revitalised Mile Creek. The Comprehensive Development Plan (2020) specifies the hierarchy of open spaces and the 'land budget' to be achieved. The Project will provide a minimum of 14% of the total site area (TSA) as public open space, which includes:

- 7 hectares of active open space (reserves, sports fields);
- 1.7 hectares of passive open space with (smaller parks and civic spaces) distributed across the site;
- A revitalised Mile Creek corridor (8 hectares) including 3 hectares which will be available for passive recreation outside of rare major storm events; and
- 1 hectare of land for an indoor sports facility.

Community Facilities

The provision of new community facilities will include education and care (kindergarten, occasional and long day care, and a primary school), together with maternal and child health services, community meeting space and indoor fitness and recreation, which are to be handed over to Council ownership and control.

The CDP outlines the required size of facilities to be delivered as part of the development and includes a Land Budget setting aside land for the various community infrastructure. The CDP Framework Plan also outlines the location for the school and community facility.

The CDP Land Budget sets aside the following land areas for community facilities:

- Community facility across 8,000 square metres (0.8 hectares).

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

- School site of 3.5 hectares.
- Indoor sports centre site of 1.0 hectare

The CDP and Framework Plan reserves the school site to accommodate a primary school, safeguarding the future delivery of this facility. The Department of Education and Training (DET) has identified that a primary school will be required as part of the development and the broader growth of the surrounding area but does not have a committed delivery timeframe.

Affordable Housing

The Proponent proposes to facilitate the development of the equivalent of 5% of the Site's total dwellings as Affordable Housing (i.e. 375 dwellings across the site) and if required, engage with a Registered Housing Association in the delivery of these dwellings. The proposed CDZ3 requires that a Section 173 Agreement be entered into with Council to formalise the requirement for Affordable Housing provision. The price points of these 375 dwellings are to be structured that they are within the affordability range of key worker cohorts, such as teachers and emergency services personnel.

Sustainability

The proposed planning controls include the requirement for the developer to prepare a *Precinct Sustainability Management Plan* for Council approval prior to commencement of development.

Stormwater Drainage

The proposed planning controls include the requirement for the developer to prepare a *Mile Creek and Police Road Drain Masterplan*, which must meet design and flooding performance requirements. Council and Melbourne Water must approve the Masterplan prior to the commencement of development or approval of any Precinct Plan. The drainage concept must be developed with no adverse off-site flooding impacts. Notwithstanding the consultations between the Proponent and Melbourne Water in the preparation of the PSA, as part of the exhibition process the proposed PSA will be referred to Melbourne Water for their formal consideration and comment.

Integrated Water Management

The Project proposal includes Integrated Water Management (IWM) within development and public places as part of various sustainability initiatives. The proposed planning controls include the requirement for the developer to prepare a *Precinct Integrated Water Management Strategy* for Council approval prior to the commencement of development.

The Sandown proposal responds to the State Government's *Plan Melbourne (2017-2050)* and *Planning a Green-Blue City (2017)*, which provide policy objectives for the integration of urban development and water cycle management to maximising the amenity of land, reduce flood impacts and to create sustainable neighbourhoods.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Contamination

A desktop review of the site concludes that some areas of the Subject Site have an increased risk of localised contamination from uses such as the current maintenance facilities (with fuel storage tanks), former maintenance facilities, septic tanks, above ground fuel storage areas and horse washdown bays.

The overall risk of widespread contamination is considered low. The stockpiled soils and lake sediment, subject to further assessment, are considered suitable for on-site reuse or retention within a residential or commercial setting from a contamination perspective. An Environmental Audit Overlay is proposed to cover the Site, to ensure that future sensitive uses are appropriately protected. The application of the EAO at the rezoning stage is standard practice for large-scale redevelopment sites.

The landowner is currently complying with all responsibilities as part of the *Environmental Protection Act 2017*.

Staging and Infrastructure Delivery

The redevelopment of the 112ha site will be undertaken in stages with an overarching infrastructure contributions framework to ensure the required infrastructure is delivered transparently and at appropriate times, for the benefit of the future community.

A Development Contributions Plan (Sandown Racecourse Development Contributions Plan (2020) (see **Attachment 6**) has been prepared to apportion the costs of delivering shared infrastructure items equitably and transparently across all landowners and beneficiaries.

Financial Implications

The resource requirements associated with this report is covered within the Planning Scheme Amendment budget. The Proponent will be responsible for exhibition, consultation, and Planning Panel costs.

Consultation

To date there has been no statutory requirement for consultation however, the Proponent has undertaken a non-statutory program of consultation. The formal exhibition process (following authorisation from the Minister for Planning) is the first statutory requirement for consultation within the Planning Scheme Amendment process. The preliminary informal consultation undertaken to date by the Proponent, as well as next steps and formal consultation requirements, are described below.

Preliminary informal consultation

The Proponent has undertaken a non-statutory program of consultation, including consultation with public authorities and key stakeholders, including the local community. The engagement was undertaken to inform the preparation of amendment documentation and supporting materials.

Further informal consultation is proposed to take place alongside the formal PSA exhibition process described below.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Exhibition of a Ministerial Authorised Planning Scheme Amendment

The exhibition of all planning scheme amendments must meet minimum notification requirements of the Planning and Environment Act 1987. Due to the nature and size of the proposal, the exhibition for Amendment C229 will be expected to go beyond the minimum statutory notification requirements. Aside from undertaking the afore-mentioned community consultation, formal notification will include but not be limited to the following;

- Notification of the Amendment was given in accordance with the requirements of the Planning and Environment Act, 1987 and regulations.
- Letters to be sent to owners, occupiers, Prescribed Ministers, public authority, municipal councils, and key stakeholders.
- Formal notice in the local and metropolitan newspapers and Government Gazette;
- Notice on Council's website and social media channels; and
- Explanatory folders at all Council Customer Service Centres.

Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

After consultation with the Greater Dandenong community on what kind of future they wanted for themselves and our city, the Greater Dandenong People's Panel developed a new Community Vision for 2040:

*The City of Greater Dandenong is a home to all.
It's a city where you can enjoy and embrace life through celebration and equal opportunity.
We harmonise the community by valuing multiculturalism and the individual.
Our community is healthy, vibrant, innovative and creative.
Our growing city is committed to environmental sustainability.
Welcome to our exciting and peaceful community.*

4.1 Community Vision 2040

This report is consistent with the Community Vision 2040 and its accompanying principles:

- Safe and peaceful community.
- Sustainable environment

4.2 Council Plan 2021-25

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following strategic objectives:

- A socially connected, safe and healthy city.
- A city of accessible, vibrant centres and neighbourhoods.
- A green city committed to a sustainable future.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

The Overarching Governance Principles of the *Local Government Act 2020*

Section 9 of the *Local Government Act 2020* states that a Council must in the performance of its role give effect to the overarching governance principles.

The overarching governance principles of the *Local Government Act 2020* have been considered in the preparation of Amendment C234gdan to the *Greater Dandenong Planning Scheme* by meeting the requirements of the *Planning and Environment Act 1987* in the following regard:

- Engaging the community in strategic planning and strategic decision making by inviting submissions to the amendment;
- Ensuring the transparency of Council decisions, actions and information by reporting to Council at each stage of the planning scheme amendment process.

Victorian Charter of Human Rights and Responsibilities

Council, Councillors and members of Council staff are a public authority under the *Charter of Human Rights and Responsibilities Act 2006* and, as such, are all responsible to act in accordance with the *Victorian Charter of Human Rights and Responsibilities 2006* (the Charter).

All matters relevant to the Victorian Human Rights Charter have been considered in the preparation of this report and are consistent with the standards set by the Charter. In particular the planning scheme amendment public exhibition and panel hearing processes ensure Section 18 – Right to have the opportunity to take part in public life and to vote and Section 24 – Right to a fair hearing are met.

The *Gender Equality Act 2020*

The *Gender Equality Act 2020* came into operation on 31 March 2021 and requires councils to take positive action towards achieving workplace gender equality and to promote gender equality in their policies, programs and services.

Council's Diversity, Access and Equity Policy and the *Gender Equality Act 2020* have been considered in the preparation of this report but are not relevant to its contents because the *Planning and Environment Act 1987* requires Council to adhere to a statutory process that does not have the potential to influence broader social norms and gender roles. All affected parties have the opportunity to make a submission to the Planning Scheme Amendment.

Consideration of Climate Change and Sustainability

One of the overarching governance principles of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

In January 2020, this Council joined a growing number of cities around Australia and declared a "Climate and Ecological Emergency" and committed this Council to emergency action on climate change. Council has developed a Climate Change Emergency Strategy and Action Plan 2020-30 to help the City of Greater Dandenong become a resilient, net zero carbon emission city with an active community prepared for the challenges of changing climate.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Council's Declaration on a Climate and Ecological Emergency, Council's Climate Change Emergency Strategy 2020-2030 and the requirements of the Local Government Act 2020 in relation to the overarching governance principle on climate change and sustainability have been considered in the preparation of this report. Planning Scheme Amendment C234 recognises the importance of the local landscape while balancing the need for housing growth.

Related Council Policies, Strategies or Frameworks

The strategies and plans that contribute to this report are as follows:

- *Greater Dandenong Planning Scheme*
- *Planning and Environment Act 1987*
- *Community Engagement Policy and Framework*

Conclusion

This report has outlined the preparation that the Proponent of the proposed Planning Scheme Amendment has undertaken in the assembly of the statutory and supporting documentation. It is considered that the documentation provides Council with sufficient information to support the recommendation to seek authorisation from the Minister for Planning to commence the Amendment C229 planning amendment process.

It is further recommended that should Council receive Ministerial Authorisation that the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme be given to all relevant parties in the manner required by the Planning and Environment Act, 1987 and regulations be commenced.

At the conclusion of the exhibition period an officer's report detailing submissions will be made to Council. After consideration of that report Council can resolve to abandon the amendment or request the Minister for Planning to constitute a Planning Panel to consider Amendment C229 and submissions received, and any changes proposed by Council.

NB. It is reiterated that seeking authorisation does not imply Council support for or against the proposal but enables the formal amendment process to commence. The assessment of submissions received during the exhibition of Amendment C229 will assist Council in its further deliberation on the matter.

Recommendation

That Council:

1. **commences the statutory process for a Planning Scheme Amendment by seeking authorisation from the Minister for Planning to prepare Amendment C229 to the Greater Dandenong Planning Scheme;**
2. **upon receipt of Ministerial authorisation, commences the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme to all relevant parties in the manner required by the Planning and**

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Environment Act, 1987 and Regulations; Ministerial authorisation, commences the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme to all relevant parties in the manner required by the Planning and Environment Act, 1987 and Regulations;

- 3. following exhibition of Planning Scheme Amendment C229 Council receives a report on the submissions received, with recommendations on the way forward; and**
- 4. notes that seeking authorisation does not imply Council support for or against the proposal but enables the formal amendment process to commence.**

Cr Tim Dark disclosed a Direct Material conflict of interest (s 128) of a Non-Pecuniary nature (s 128) in this item, as he is a member of the Melbourne Racing Club. Cr Tim Dark left the Chamber at 7.40pm prior to discussion and voting on this item.

MINUTE 419

Moved by: Cr Rhonda Garad
Seconded by: Cr Angela Long

That Council:

- 1. commences the statutory process for a Planning Scheme Amendment by seeking authorisation from the Minister for Planning to prepare Amendment C229 to the Greater Dandenong Planning Scheme;**
- 2. upon receipt of Ministerial authorisation, commences the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme to all relevant parties in the manner required by the Planning and Environment Act, 1987 and Regulations; Ministerial authorisation, commences the process for the exhibition and referral of Planning Scheme Amendment C229 to the Greater Dandenong Planning Scheme to all relevant parties in the manner required by the Planning and Environment Act, 1987 and Regulations;**
- 3. following exhibition of Planning Scheme Amendment C229 Council receives a report on the submissions received, with recommendations on the way forward; and**

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4. notes that seeking authorisation does not imply Council support for or against the proposal but enables the formal amendment process to commence.

CARRIED

Cr Tim Dark returned to the Chamber at 7.41pm.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY AND STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

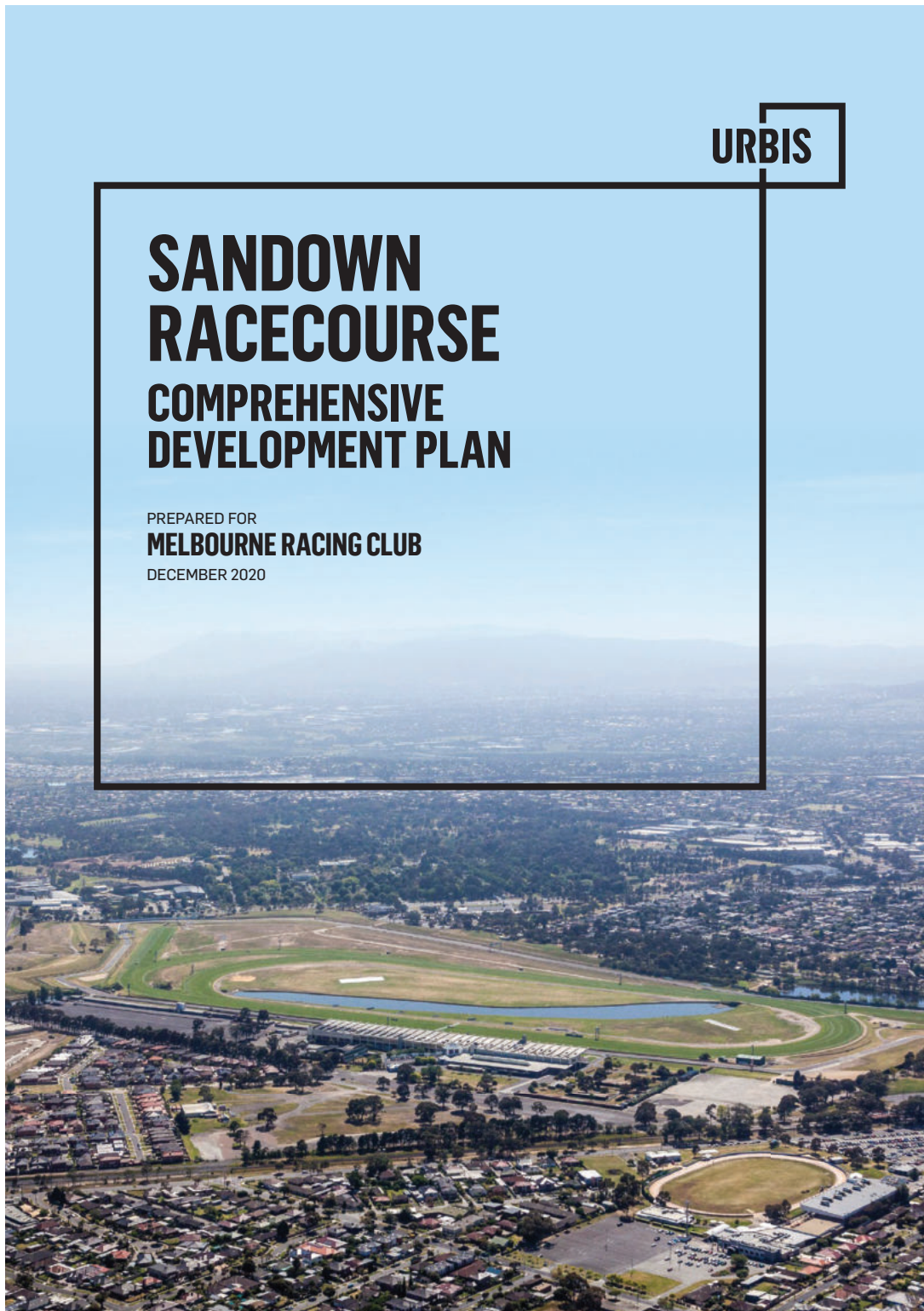
ATTACHMENT 1

**SANDOWN RACECOURSE
COMPREHENSIVE DEVELOPMENT PLAN
(2020)**

PAGES 53 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



CONTENTS

1.0	INTRODUCTION	4
1.1	HOW TO READ THIS DOCUMENT	4
1.2	LAND TO WHICH THIS PLAN APPLIES	5
2.0	VISION	6
3.0	PRECINCTS	8
3.1	PRINCES PRECINCT	8
3.2	TOWN CENTRE PRECINCT	8
3.3	EAST PRECINCT	8
3.4	WEST PRECINCT	8
4.0	IMPLEMENTATION	10
4.1	HOUSING, RETAIL & COMMERCIAL	11
4.2	COMMUNITY	14
4.3	OPEN SPACE	16
4.4	INTEGRATED TRANSPORT	20
4.5	HERITAGE & INTERPRETATION	26
4.6	WATER	28
4.7	URBAN FORM	31
4.8	ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)	36
4.9	STAGING & INFRASTRUCTURE	37
5.0	GLOSSARY	43
APPENDICES		
APPENDIX A: LAND BUDGET		46
APPENDIX B: INDICATIVE BUILT FORM CROSS-SECTIONS		47

Prepared by Urbis for MRC 3

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

1 INTRODUCTION

The Sandown Racecourse Comprehensive Development Plan (CDP) is a long-term plan to facilitate the future redevelopment of the Sandown Racecourse. The CDP is informed by State planning policy, the Planning Policy Framework (as set out in the Greater Dandenong Planning Scheme) and relevant local policies developed by Greater Dandenong City Council.

The CDP supports the ordinance, including the Comprehensive Development Zone (CDZ) Schedule 3 and Development Contributions Plan Overlay (DCPO) Schedule 4. It is a higher-order planning document that sets out the broad vision, objectives and requirements for the future development of the site.

The CDP is incorporated into the Greater Dandenong Planning Scheme. As such it should be read as part of the planning scheme.

A **Development Contributions Plan**, which is also incorporated into the Planning Scheme, outlines infrastructure requirements and supports the DCPO Schedule 4.

The CDP is supported by the following reference documents:

- A **Design Guide**, which provides guidance on the treatment of site interfaces, areas of significance and high-level public realm interface principles.
- An **Integrated Transport Plan**, which provides clear direction for establishing an integrated transport network at Sandown Racecourse.

- A **Conservation Management Plan** and a whole-of-site **Interpretation Strategy**. These two documents inform decision-making around heritage and interpretation matters and provide guidance on how the site's past should be appropriately managed and interpreted in the context of new development.
- An **Integrated Water Management Strategy** and **Drainage Strategy**, which collectively provide the direction for the supply of water, reduction of potable water use, adoption of alternative water sources, removal of wastewater and the management of stormwater.

Given the 20+ year development horizon, the CDP is intended to provide a high-level framework to guide the development of the site. This will be supported by and implemented through detailed **Precinct Plans**, which will be prepared and adopted in advance of development progressing. The Schedule to the CDZ provides guidance on how Precinct Plans should be prepared.

This approach allows the key parameters to be agreed upfront, while enabling an agile approach to detailed planning that can respond to the evolving nature of living, working and construction trends and technologies, over the coming decades.

1.1 HOW TO READ THIS DOCUMENT

The CDP is incorporated into the Greater Dandenong Planning Scheme and as such it should be read as part of the planning scheme.

Generally, the CDP guides the layout and form of land use and development on the subject land and sets out requirements that must be implemented through the future **Precinct Plans** and ultimate development outcomes.

The CDP is broadly set out in three parts:

- The introduction at Section 1
- The vision for the site and precincts at Sections 2 and 3
- Implementation at Section 4, which articulates how the vision is to be delivered in future planning stages and eventual development outcomes, separated by topic.

The Implementation section contains Objectives, Requirements and Guidelines (ORGs), which are defined as:

- **Objectives:** high level vision statements that apply to each development theme. Objectives are mandatory, so any development proposal must comply with these statements.
- **Requirements:** matters that must be complied with in the design of a development. Requirements cannot be varied by the issue of a planning permit.
- **Guidelines:** matters that should be considered in precinct planning or the design of a development. If the responsible authority is satisfied that an application for an alternative to a guideline satisfies the objectives or requirements of the CDP, then that alternative may be considered.

The ORGs have been drafted to be specific to the Sandown Racecourse site and context. More general planning requirements that apply across the City of Greater Dandenong (and Victoria more broadly) are not included within the CDP as they are covered elsewhere in the planning framework.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

1.2 LAND TO WHICH THIS PLAN APPLIES

The CDP applies to the approximately 112.25 hectares of land known as Sandown Racecourse, within the municipality of Greater Dandenong. The land is in the ownership of the Melbourne Racing Club (MRC).

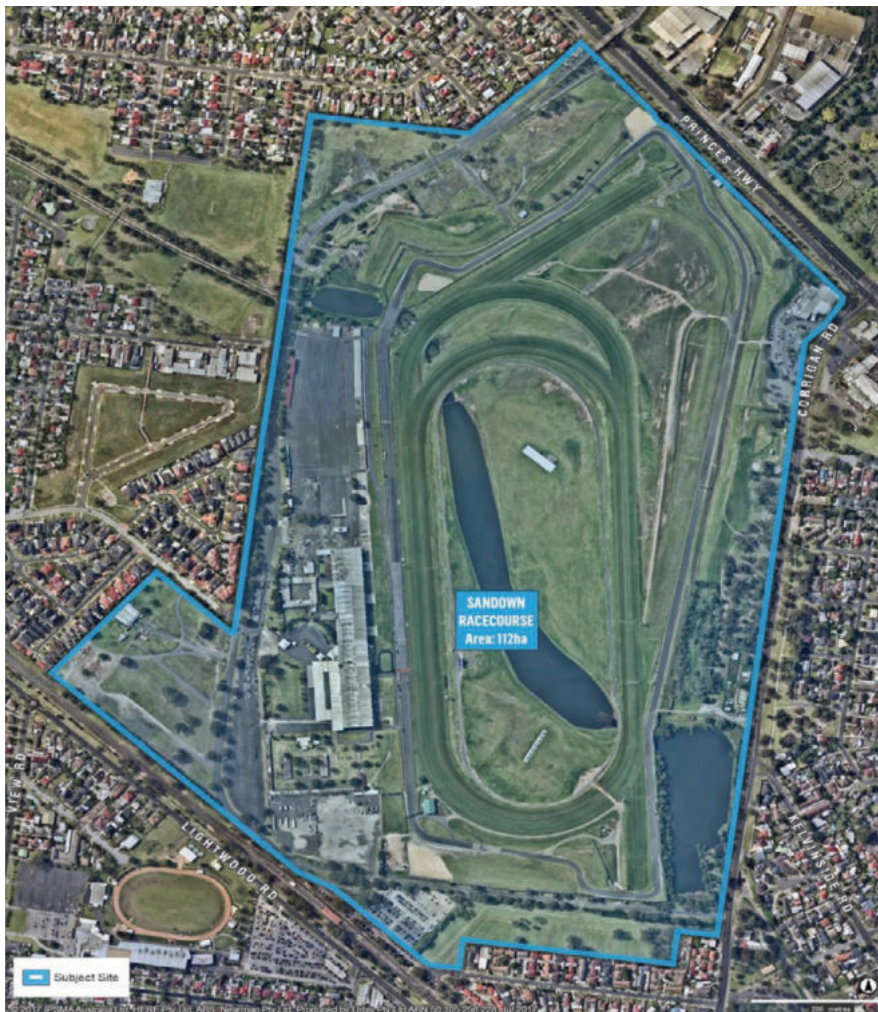


Figure 1 Sandown Racecourse Site and Context

Prepared by Urbis for MRC 5

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

2 VISION

“

Sandown Racecourse will become a major new urban renewal precinct with a master planned design that focuses on liveability. A true 20-minute neighbourhood, it will provide diversity of housing, recreation opportunities, services and transport modes that support the future community, and integrate with surrounding neighbourhoods.

This vision will be achieved through implementation of the following principles:



New Urban Environment

Create a vibrant urban neighbourhood by providing a mix of densities, a variety of homes and complementary mix of uses.



Preserve the Memory

Celebrate the unique heritage of Sandown to create a distinct local character.



Celebrate Mile Creek

Restore and celebrate Mile Creek as the site's defining green corridor.



Open Spaces

Provide a network of open spaces of different scale and character which cater for a variety of activities to support the community.



Connections

Connect the community and prioritise sustainable modes of transport.



Community Heart

Create a mixed-use and vibrant urban village as the focal point for the community.



Sustainable Change

Deliver environmentally, socially and economically sustainable outcomes in all aspects of the new urban form.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Figure 2 Framework Plan

Prepared by Urbis for MRC 7

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

3 PRECINCTS

The scale of the site offers an opportunity to create a variety of urban neighbourhoods of different character, density and use mix to cater to the needs and preferences of different groups. This will promote unique identities and a sense of place for each of the communities that will make up Sandown.

Due to the scale of the site and 20+ year development timeframe, it will be designed and ultimately delivered progressively in logical stages, informed by the attributes and constraints of the site. The proposed staging of development and detailed development outcomes will be agreed with the responsible authority through the preparation of detailed Precinct Plans. The Precincts and their specific extents will be subject to refinement as they are prepared. This does not preclude land within two (or more) precincts from being developed concurrently, subject to the approval of the respective Precinct Plans.

The Sandown Racecourse land has been divided into four precincts, to assist in guiding the future preparation of Precinct Plans: Princes Precinct, East Precinct, West Precinct and Town Centre Precinct. The boundaries of these precincts are indicative only, allowing for some flexibility in the final extent of each.

The development of the site is likely to begin in the site's north. The initial stages of development can begin prior to the cessation of current site activities, as access is available via upgraded high capacity intersections at Princes Highway and Corrigan Road. Further detail on staging is provided in Section 4.8.

The development vision for each precinct is provided as follows:

3.1 PRINCES PRECINCT

- Development will present an engaging frontage to Princes Highway.
- A higher built form scale will be delivered towards Princes Highway and into the site, with lower built form directed to the precinct's north-western residential interface.
- Opportunities for larger lot sizes will be provided that are suitable for commercial uses, retirement living and aged care, residential hotels, and/or residential development fronting Princes Highway.
- The intersection of Princes Highway and Corrigan Road will continue to be recognised as the appropriate location for a landmark hospitality and entertainment venue.

8 Sandown Racecourse Comprehensive Development Plan

3.2 TOWN CENTRE PRECINCT

- A strong connection will be provided between Sandown Park Station and the Primary Activity Node, which accommodates a mix of uses and presents a highly activated and permeable ground plane.
- The Grandstand will be repurposed as the focus of the Primary Activity Node, supporting a mix of land uses, including commercial, retail, community facilities and health services, as well as dining and entertainment.
- A transition will be provided to predominantly residential use outside the precinct's centre.
- Development will capitalise on proximity to the train station and will employ 20-minute city and transit-oriented development principles.
- A lower-scale built form will be provided where interfacing with established residential areas outside the site boundary.

3.3 EAST PRECINCT

- Education and community facilities will be consolidated in the Secondary Activity Node, providing a community focus for the precinct.
- Activities in the Secondary Activity Node will be connected with Mile Creek and the broader open space network.
- A transition will be provided to predominantly residential uses outside the Secondary Activity Node.

3.4 WEST PRECINCT

- Residential land uses will predominate, with low to medium built form towards the site boundaries to the north and west, and opportunities for higher podium residential towards the centre of the site and around the intersection of the Main and Secondary Boulevards.
- A variety of recreational activities will be provided within walking distance of all dwellings through proximity to Warner Reserve and the rejuvenated Mile Creek.
- Residents will be connected to public transport options and the Primary Activity Node to the south of the Precinct via the Main Boulevard.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Note: Precinct boundaries are indicative and will be confirmed through detailed Precinct Planning.

Figure 3 Precinct Plan

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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4 IMPLEMENTATION

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1 HOUSING, RETAIL & COMMERCIAL

The unique scale and location of Sandown Racecourse will be leveraged to ensure that development contributes significantly to the growth of the Monash NEIC and the Southern Region's established area housing target.

Housing typologies delivered on the site will be unlike the surrounding area, providing a point of difference and taking cues more broadly from recent residential development along the Dandenong Rail Line. A range of apartment and townhouse typologies will be delivered, responding to demand from different market segments and supporting a diverse community.

Sandown Racecourse is expected to deliver an average density of around 70 dwellings per hectare through a mix of dwelling typologies, such as townhouses, triplexes, quadplexes, walk ups, multi-dwelling, mixed-use and apartment developments. The site will accommodate 7,500 dwellings and approximately 16,000 people at completion.

The provision of retail and commercial uses will be focused in the Primary and Secondary Activity Nodes, scaled to meet the day-to-day convenience needs of the site population. This retail offer will be complementary to the existing offer provided by the Springvale and Noble Park Major Activity Centres. The Primary Activity Node will be scaled as a neighbourhood centre and the community focus of the Secondary Activity Node will be complemented by small-scale retail opportunities.

Commercial uses in proximity to Sandown Park Station will maximise transit-oriented development and 20-minute neighbourhood outcomes. A vibrant retail and commercial hub will be a focal point for the new residential population and will complement adjacent open space and community facilities.

The Princes Highway interface will continue to accommodate a landmark hospitality and entertainment venue, but also provide opportunities for larger commercial and mixed-use developments, benefiting from the high-exposure location on the highway with the potential to attract showroom uses. Retirement living and aged care opportunities are also encouraged in this area.

Prepared by Urbis for MRC 11

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

OBJECTIVES	
O1	To develop the site as an exemplar 20-minute neighbourhood.
O2	To support the growth of Melbourne and the Monash NEIC through the provision of 7,500 dwellings on the site.
O3	To promote lot and residential typologies that allow for a diversity of households, including affordable housing, throughout the site.
O4	To provide for retail and commercial activities and community facilities on the site, which provide some local employment and support the future residential community, complementary to the established Activity Centre's of Springvale and Noble Park.
O5	To establish the Primary Activity Node as a neighbourhood activity centre, the site's primary focus for commercial and retail activity.

REQUIREMENTS	
R1	Each Precinct must demonstrate a diversity of dwelling types.

GUIDELINES	
G1	<p>Retail and commercial uses should generally be located within or adjacent to:</p> <ul style="list-style-type: none"> • The Primary Activity Node • The Secondary Activity Node • The Multimodal Interchange, station plaza and link to the Primary Activity Node • Princes Highway frontage. <p>Designated on Figure 4.</p>
G2	Showroom uses should be located with a frontage to Princes Highway.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Figure 4 Activity Nodes

Prepared by Urbis for MRC 13

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.2 COMMUNITY

The approach to community facility provision at Sandown Racecourse will allow for flexibility to ensure that facilities are responsive to changes in community needs over time. Delivery of community facilities will be staged as development progresses and the need arises, with design and configuration responding to required uses and best practice design at the time.

In spatial terms, community facilities will be generally located within the Primary or Secondary Activity Nodes, including provision for a government primary school to be delivered within the Secondary Activity Node.

The specific configuration and conceptual design of community facilities will be determined at precinct planning stage, informed by contemporary best practice.

OBJECTIVES

06	To ensure that Sandown Racecourse residents have local access to high quality community facilities.
07	To deliver multipurpose facilities at Sandown Racecourse that support residents of all ages, encourage social interaction and create a sense of place and civic pride.
08	To deliver flexible community facilities at Sandown Racecourse that can be adapted in response to changing community needs and uses.
09	To ensure that Sandown Racecourse residents have good access to government and non-government schools.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

REQUIREMENTS		GUIDELINES	
R2	Community facilities must be delivered at Sandown Racecourse to meet the needs of the future population.	G3	The government primary school must be located adjacent and safely connected to community facilities and/or public open space.
R3	<p>Unless otherwise agreed by the responsible authority, at a minimum, the site's community facilities will consist of:</p> <ul style="list-style-type: none"> A 1-hectare area of land to be designated for a 2-4 court sports and recreation facility. Integrated, multi-purpose spaces that will allow for the following activities to be undertaken: <ul style="list-style-type: none"> Five separate kindergarten rooms, catering for 3 year old and 4 year old kindergarten groups One occasional child care centre (30 places) Dual nurse Maternal and Child Health (MCH) facility Community meeting space (approx. 550 square metres of flexible space in total) to accommodate arts and cultural programs, indoor fitness and recreation (non-competition), adult education programs and community gatherings. Two of the multi-purpose spaces will have capacity to open into one space to cater for larger activities/groups. The facilities will include required ancillary uses such as kitchen facilities (non-commercial), foyer/reception area, community lounge area, admin/staff facilities, amenities, storage and outdoor break out spaces. The facilities will be designed to allow for after-hours community hire of multipurpose rooms. <p>(Spaces within community facilities should not be single purpose unless one activity requires a space for more than 60 per cent of the facility's operating hours.)</p>	G4	Community facilities should be sited and designed as local landmarks.
R4	Community facilities must be located in proximity to the Primary or Secondary Activity Node.	G5	Relevant Council plans and strategies, such as the Early Years Infrastructure Plan and its successors, should guide community facility design.
R5	3.5 hectares of land is to be designated for one larger than standard enrolment government primary school to enable possible future acquisition and development by the Department of Education and Training, which must be located in proximity to the Secondary Activity Node unless otherwise agreed with the relevant Authorities.	G6	Any private childcare, medical, or similar facility is encouraged to locate in proximity to the Primary or Secondary Activity Node.
R6	Community facilities must be designed to front and be directly accessed from a public street with the majority of car parking located away from the main entry and designed to respond to Design for Access and Mobility Standards (AS 1428).	G7	Where multi-purpose community facilities are co-located with the school, the land allocated for each facility should be appropriately located and configured to maximise the functionality and efficiency of each facility and the hub overall.
		G8	The primary school should be located on a street carrying a local bus service, with a bus stop at the school boundary.
		G9	The indoor recreation facility should either be: located within the Primary Activity Node; co-located with an active open space node; or located adjacent to the proposed school within the Secondary Activity Node.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.3 OPEN SPACE

The redeveloped Sandown Racecourse will provide an array of high quality open space, based around a revitalised Mile Creek, which bisects the site from the north west to the south east. A network of active and passive spaces including a large, centrally-located, open space for active recreation, a 'recreation loop' interpreting the racing track, and smaller neighbourhood passive parks and urban plazas will provide for a diversity of activities and user groups.

These will be complemented by private or communal recreation spaces in conjunction with road reserves, pedestrian links and the like to ensure a comprehensive and integrated network of open spaces.

The redesigned, more valuable and urbanised Mile Creek will provide movement networks and shared spaces.

OBJECTIVES

010	To establish Mile Creek as the site's central green spine, which is connected to the surrounding open space network and provides for active and passive recreation opportunities.
011	To provide an open space network that is capable of adapting to changing conditions, community demographics, diversity, ability and needs over time.
012	To provide a distribution of well-designed and safe public open spaces throughout the site, which serve the needs of the future Sandown Racecourse community.
013	To apply landscaping and integrated water approaches that reduce urban heat island effects.

Please refer to the **Sandown Racecourse Design Guide** (NH Architecture) for further guidance on the design of open spaces.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

REQUIREMENTS		GUIDELINES	
R7	The Mile Creek open space corridor must be designed to connect into adjacent open space, pedestrian and cycling networks.	G10	All open spaces should be designed and developed generally in accordance with the detail set out in Table 1.
R8	<p>A minimum 14% of total site area must be provided for public open space. This will consist of:</p> <ul style="list-style-type: none"> Unencumbered / credited open space comprising a minimum 8.7 hectares will be provided on the site. This will consist of: <ul style="list-style-type: none"> Active open space (7.0 hectares) including a 4 hectare reserve, centrally located either north or south of the new Mile Creek alignment, catering for Australian Rules Football or cricket; and a 3 hectare reserve catering for soccer (2 pitches) overlaid by 1 oval catering for cricket and / or netball courts. Passive open space (1.7 hectares) including Neighbourhood Parks, Local Parks and plazas. A revitalised Mile Creek corridor (8.0 hectares). <p>Paths and open space links are an important component of the open space network, but will not be included in the total open space calculation.</p>	G11	Major open space should be located in proximity to the Primary and Secondary Activity Nodes, and Neighbourhood Parks dispersed throughout the site, generally in accordance with the indicative locations outlined in Figure 5 – Indicative Open Space Plan.
R9	At least 95% of all dwellings on the site must be located within 400 metres walking distance of a Neighbourhood Park (or higher order space), within or outside the site.	G12	All public spaces should respond appropriately to the Design for Access and Mobility Standards (AS 1428).
R10	Open spaces must have at least one frontage to the street network.	G13	Development should be orientated towards open spaces, easements and other public realm to maximise the activation and passive surveillance of these areas.
R11	Open spaces must contain extensive planting – supporting large canopy trees – which are suitable to the functionality of the open space, the site, local climate and floodway conditions. All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.	G14	Open space should be surrounded on at least three sides by streets and buildings with active frontages to overlook the space. An alternative design response will need to be applied to open space along Mile Creek.
R12	A public open space of 0.1 hectares (minimum) must be provided in proximity to Sandown Park Station, forming an urban plaza environment and gateway to the site.	G15	Open spaces should be designed and developed to enable practical maintenance – this guideline should be applied in the context of meeting the overarching Objectives for the provision of open space.
R13	A public open space of 0.1 hectares (minimum) must be provided on the eastern side of the Grandstand, creating a link to open space and the Mile Creek corridor.	G16	Open spaces should be designed to cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
R14	Public open space must receive a minimum of at least 5 hours of direct sunlight between 9am and 3pm on September 22, with the exception of a plaza (as defined by Table 1).	G17	Crime Prevention Through Environmental Design (CPTED) principles, such as enabling passive surveillance, should guide the design of open spaces and associated infrastructure.
R15	At least 50% of the area of a plaza (as defined by Table 1) must receive a minimum of at least 5 hours of direct sunlight between 9am and 3pm on September 22.	G18	Public open spaces should be located to maximise solar access and amenity.
R16	Development of open space and recreation assets in proximity to the Mile Creek corridor, including any flood management function, must not negatively impact the ecology of the water system.	G19	Neighbourhood Parks should be located adjacent to the local road network to optimise accessibility for surrounding residents.
		G20	Open space on the site should be interconnected by pathways, which may be within road reserves.
		G21	Identify and use existing biodiversity and natural drainage features in the design of public open spaces.
		G22	Water Sensitive Urban Design (WSUD) features, including bio-retention swales, should be incorporated into the road network associated with open spaces to maximise visual amenity.
		G23	Open space located along the Mile Creek corridor above the 1 in 10-year flood line should be designed to maximise recreation opportunities.
		G24	Favour indigenous and native species in landscaping throughout the site.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 1 Open Space Hierarchy

TYPE	APPROX. SIZE	FUNCTION / ACTIVITIES
District Park	3 to 10 hectares	<p>Active open space function, designed to provide for the following:</p> <ul style="list-style-type: none"> • Playing fields • Clubhouse / pavilion • Seating, picnic and BBQ Facilities • Public toilets • Access to power and water • Opportunities for outdoor dining/ cafes to activate park • Bicycle parking • Fixed children's play equipment • Appropriate provision of car parking
Mile Creek recreation corridor	8-hectare linear park	<p>Passive and active open space function</p> <ul style="list-style-type: none"> • Connect to broader Mile Creek active trail • Seating, picnic and BBQ Facilities • Fixed children's play equipment • Informal ball sports • Fitness stations • Multi-purpose courts (e.g. soccer, netball, basketball) • Opportunities for outdoor dining/ cafes to activate park • Bicycle parking
Neighbourhood	0.50 to 3.0 hectares	<p>Passive open space function</p> <ul style="list-style-type: none"> • Seating, picnic and BBQ facilities • Fixed children's play equipment • Unstructured activity / informal ball sports • Planting to provide shade and visual impact • A mix of hard spaces and landscaping
Local	0.25 to 0.50 hectares	<p>Passive and active open space function</p> <ul style="list-style-type: none"> • May include BBQ and informal recreation facilities • Garden beds • Planting to provide shade and visual impact • Seating and bicycle parking • May have public art and public toilets
Plaza	0.1 to 0.2 hectares	<p>Passive open space function</p> <ul style="list-style-type: none"> • A mix of hard spaces and landscaping • Seating • Opportunities for outdoor dining/ cafes to activate the plaza • Bicycle parking • Clear connections to public transport facilities
Small Local	Less than 0.25 hectares	<p>Passive and active open space function</p> <ul style="list-style-type: none"> • Informal recreation • Garden beds • May have some exercise equipment • Planting to provide shade and visual impact • Seating and bicycle parking
Pocket	Less than 0.1 hectares	<p>Passive open space function</p> <ul style="list-style-type: none"> • Garden beds • Mix of hard and soft landscaping • Seating

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Figure 5 Indicative Open Space Plan

Prepared by Urbis for MRC 19

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.4 INTEGRATED TRANSPORT

Active transport will be prioritised, connecting activity nodes, open spaces, and key transport interchanges throughout the site.

The development will facilitate active transport connections to the existing external network, providing linkages where possible to the Caulfield – Dandenong Rail Trail and the Mile Creek Corridor, and proposed cycle network including Corrigan Road and Princes Highway. Facilities for cyclists will be integrated into key destinations such as the Multimodal Interchange at Sandown Park Station and activity nodes.

A public transport network will be provided to capitalise on the direct access to Sandown Park Station, focussing on the Multimodal Interchange at the station. A bus capable street network, primarily along the Main and Secondary Boulevards will be provided within the site, linking new development to the activity nodes, Multimodal Interchange, and the broader external metropolitan network.

A public transport network will be provided to capitalise on the direct access to Sandown Park Station, focussing on the Multimodal Interchange at the station. A bus capable street network, primarily along the Main and Secondary Boulevards will be provided within the site, linking new development to the activity nodes, Multimodal Interchange, and the broader external metropolitan network. The development of Sandown Racecourse will also link into the existing street network with connections into Bird Street and Sandown Road.

Vehicular access to Sandown Racecourse will be provided via two primary intersections: the existing grade separated 'gateway' access on Princes Highway; and a fully signalised intersection on Corrigan Road at the existing Racecourse Drive alignment.

Vehicular access to Sandown Racecourse will be provided via two primary intersections: the existing grade separated 'gateway' access on Princes Highway; and a fully signalised intersection on Corrigan Road at the existing Racecourse Drive alignment.

Objectives in this section relate to all modes of transport. Requirements and Guidelines are provided specific to each mode of transport.

OBJECTIVES	
O14	To develop an integrated multimodal transport network that supports the development of Sandown Racecourse as a dense, urban environment affording high levels of transport choice.
O15	To develop a legible and inter-connected road, bus, bicycle and pedestrian network within the site, which provides connections to surrounding areas, including key local and regional employment nodes and activity centres.
O16	To prioritise site-specific sustainable transport initiatives within the development and maximise intermodal connectivity within the Activity Nodes and at Sandown Park Station.
O17	To ensure the transport and parking network is capable of advancing and responding to future trends and technologies.

4.4.1. Active Transport

REQUIREMENTS	
R17	Pedestrian operated signals must be provided along the Princes Highway midblock to facilitate pedestrian movement.
R18	Shared paths must be provided internally, providing access to the Mile Creek corridor, Multimodal interchange and activity nodes, and connect to the external shared paths as shown in Figure 6 – Indicative Active Transport Network.
R19	A new footpath on the southern side of Sandown Road must be provided for the length of the site boundary.

GUIDELINES	
G25	Support connectivity to the high-quality pedestrian and cycle access along the Caulfield to Dandenong Express Rail Trail.

Please refer to the **Sandown Racecourse Integrated Transport Plan** (Cardno) and **Sandown Racecourse Design Guide** (NH Architecture) for further context and guidance on traffic and transport matters.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

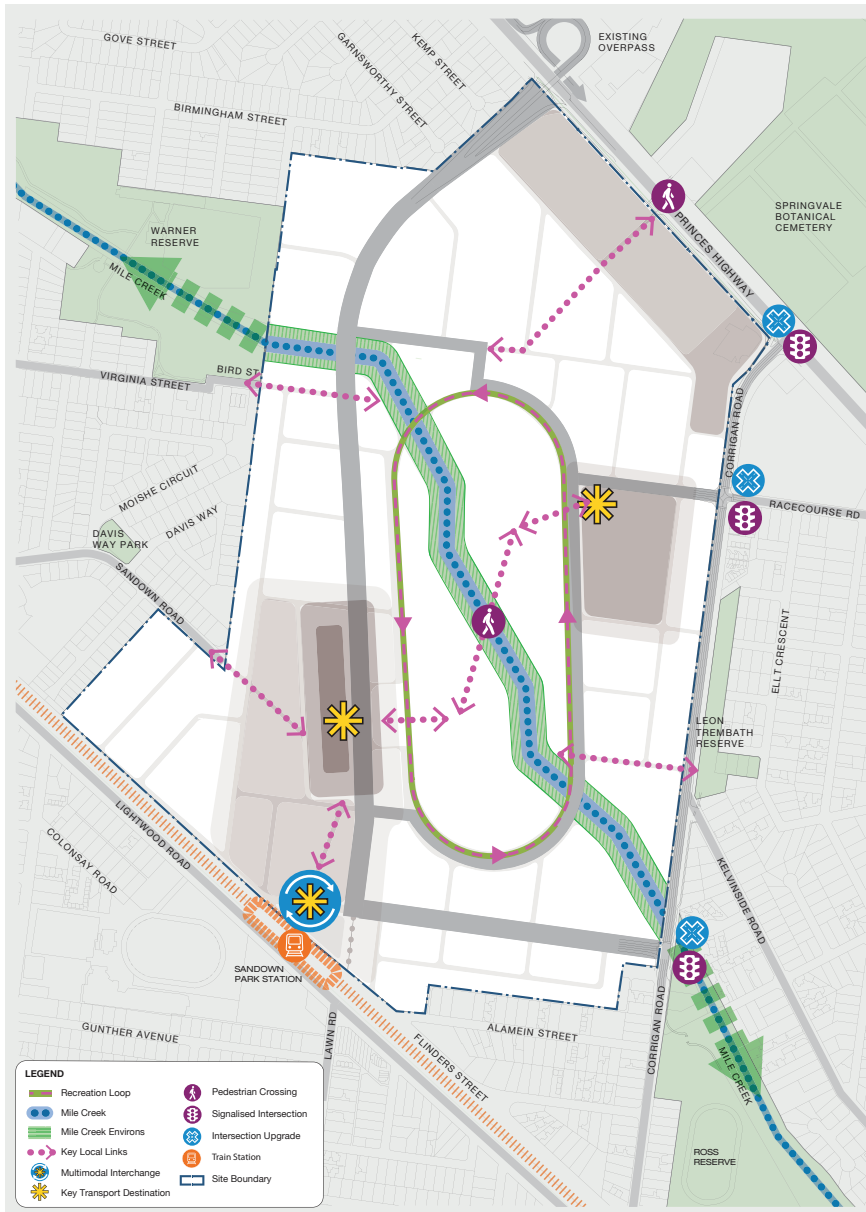


Figure 6 Indicative Active Transport Network

Prepared by Urbis for MRC 21

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.4.2. Public Transport

REQUIREMENTS		GUIDELINES	
R20	Bus capable roads must be provided on the Main and Secondary Boulevards and connector road links in accordance with Figure 7 – Indicative Public Transport Network, with the aim of being within 400 metres of 90% of dwellings.	G26	Future development should consider the provision of facilities for community transport services to improve access for residents between key services within Sandown Racecourse and to Springvale Activity Centre.
R21	A Multimodal Interchange must be provided at Sandown Park Station, including adequate bus parking bays with shelters, real-time service information, direct pedestrian access to the station entrance, and appropriate quality bicycle facilities.	G27	Bus stops may be located less than 400 metres apart within the site, to ensure that the Station and Primary Activity Node are suitably serviced.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

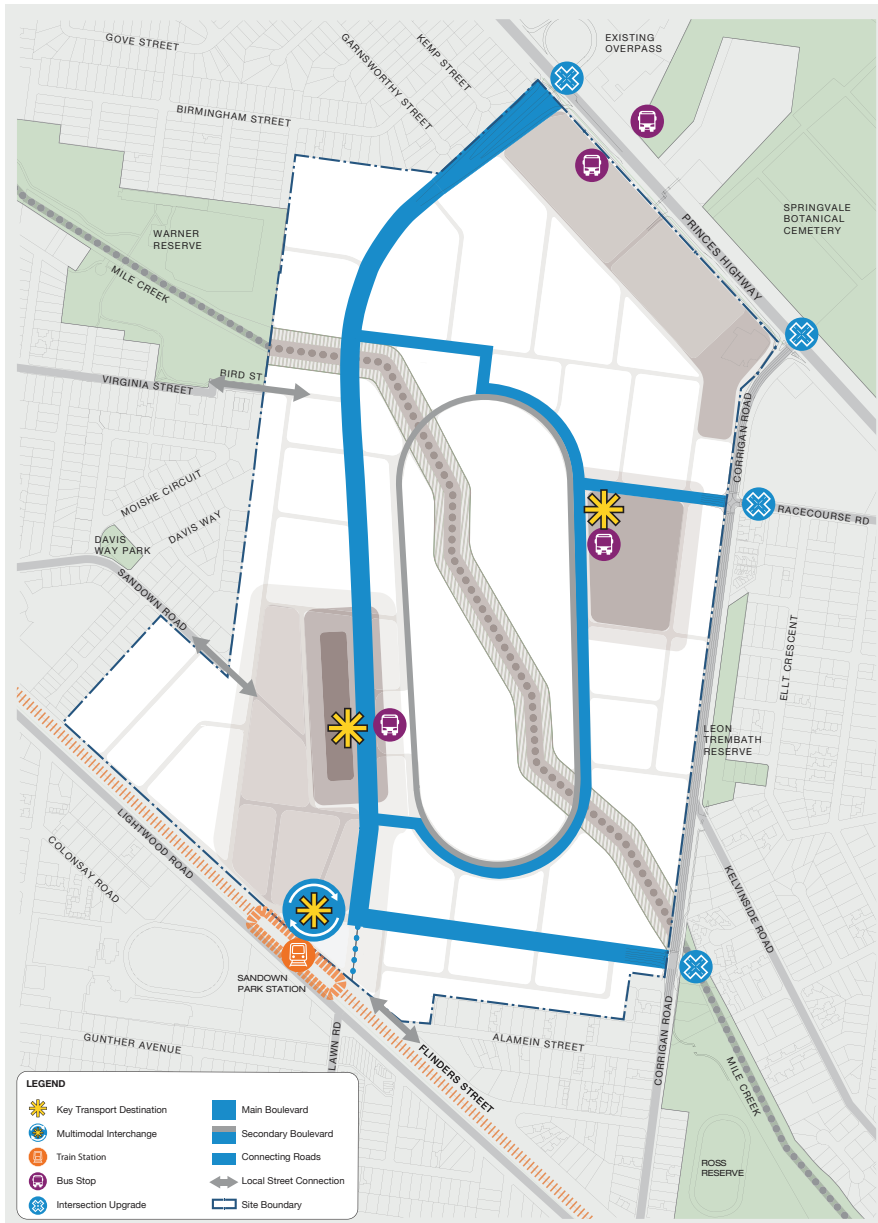


Figure 7 Indicative Public Transport Network

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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.4.3. Road Network and Car Parking

REQUIREMENTS	
R22	The connections to the external road network at Princes Highway and Corrigan Road must be provided in accordance with the DCP or otherwise to the satisfaction of the responsible authority.
R23	Corrigan Road must be upgraded along the site frontage to provide for safe and operational use for vehicles and pedestrians, inclusive of turning treatments and a shared path. Mitigating works at the Princes Highway/ Corrigan Road intersection must be undertaken in accordance with the DCP or otherwise to the satisfaction of the responsible authority.
R24	An efficient internal local road hierarchy must be provided, generally in accordance with Figure 8 – Indicative Road Network Plan which supports safe movement and connectivity to the Main and Secondary Boulevards, the Connector Roads and all intersections to the external road network. Local streets should be consistent with relevant standard cross sections. Alternative cross sections may be considered if: <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained for the operation of emergency service vehicles and buses (on connector streets and above) • Pedestrian and bicycle performance characteristics are maintained • Minimum road reserve widths for the type of street are maintained.
R25	Road design standards must comply with the City of Greater Dandenong's Design Manual for the Subdivision of Land unless otherwise agreed by the responsible authority.

GUIDELINES	
G28	Car parking and loading facilities provided at grade should be located to the rear of all buildings, or otherwise appropriately screened.
G29	The provision of at-grade car parking near the Multimodal Interchange should be limited to ensure priority is given to maximizing the residential population that live within a walkable catchment of the interchange.
G30	The Sandown Racecourse transport network should be capable of adapting to and providing for new infrastructure to cater for emerging vehicle technology, such as electric vehicle charging stations.
G31	Unbundled car parking options should be provided in higher density residential developments in proximity to public transport hubs.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

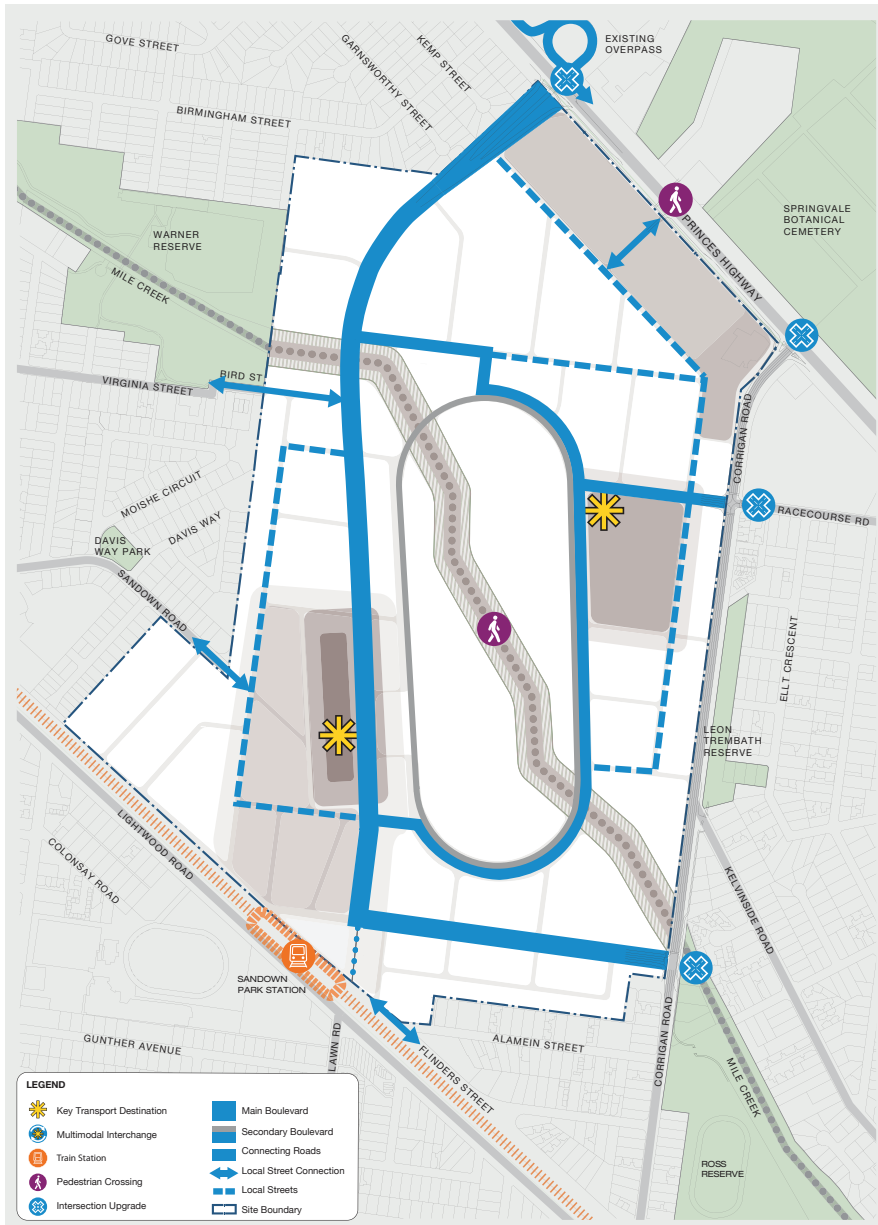


Figure 8 Indicative Road Network Plan

Prepared by Urbis for MRC 25

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.5 HERITAGE & INTERPRETATION

The local historical values of Sandown Racecourse and the State-level significance of the grandstand structure will be appropriately recognised and managed, guided by the Sandown Racecourse Conservation Management Plan (Lovell Chen, 2017).

The Grandstand will be repurposed and a visual connection retained with the open space and retained/interpreted racecourse elements. The key characteristics of the existing racing tracks, including location, layout and general form, will be referenced in roadway or path systems. This will facilitate an ongoing understanding and appreciation of the history and values associated with the place.

The Sandown Racecourse Interpretation Strategy (Lovell Chen) addresses cultural (non-Aboriginal) heritage, Aboriginal heritage and biodiversity, and provides guidance on how to develop precinct interpretation plans.

OBJECTIVES	
O18	To ensure that the heritage values of Sandown Racecourse are considered and managed in a holistic way, recognising the significance of various elements and as identified in the Sandown Racecourse Conservation Management Plan (Lovell Chen, 2017).
O19	To ensure that the recognition, protection and adaptive reuse of the grandstand is in line with its registration on the Victorian Heritage Register.
O20	To ensure an understanding of the site's history and significance is retained and interpreted as part of development.

REQUIREMENTS	
R26	Adaptive reuse of the grandstand structure must be in line with its heritage significance and be guided by the Sandown Racecourse Conservation Management Plan (Lovell Chen, 2017).
R27	Interpretation must be incorporated into the development of all precincts. Precinct level interpretation plans must adhere to the guidance in the Interpretation Strategy (Lovell Chen 2018).
R28	The Main Boulevard must interpret the alignment of the main straight of both the horse and motor racetracks.
R29	The Secondary Boulevard, inclusive of pedestrian access, must interpret the alignment of the horse racing track.
R30	Retain a visual relationship between the grandstand, its setting and open space.

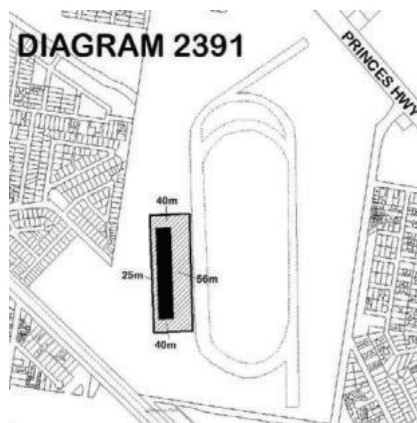


Figure 9 The grandstand structure and curtilage is included on the Victorian Heritage Register (H2391)

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

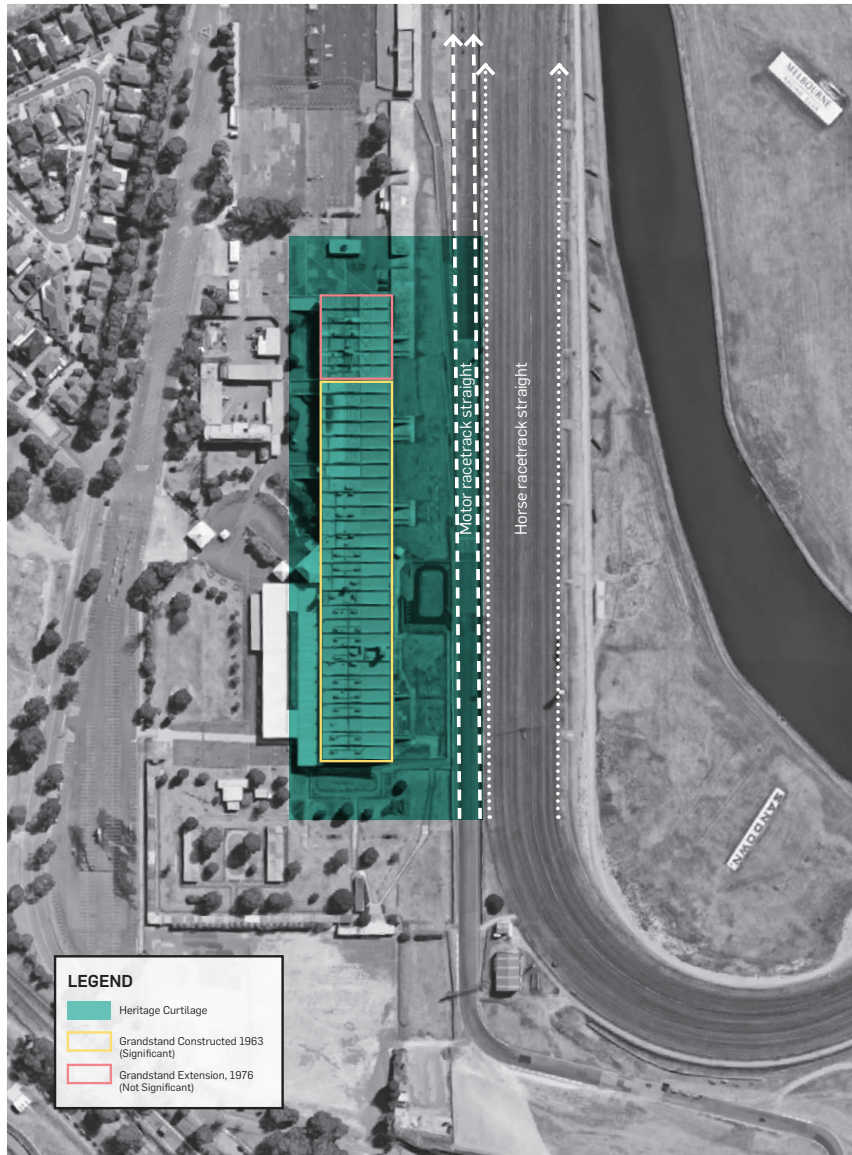


Figure 10 Grandstand Heritage Significance

Prepared by Urbis for MRC 27

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.6 WATER

4.6.1 Integrated Water Management

Integrated Water Management (IWM) applies integrated approaches to water cycle planning that seek to deliver effective urban water management, including water supply, wastewater, flood resilience, urban waterway health, and management of public spaces.

Potable water use and wastewater and stormwater capture, reuse and discharge processes will be managed through the water sensitive design of buildings and streets to deliver sustainable, coordinated solutions.

OBJECTIVES

O21	To deliver a fit-for-purpose water supply system that, where appropriate reduces reliance on reticulated potable water; and enables sustainable, cool, and green urban environments.
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REQUIREMENTS

R31	Development will reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources, such as stormwater, rainwater and recycled water.
R32	Development will use fit-for-purpose alternative water sources where available for non-potable household uses and to enhance the urban environment.

GUIDELINES

G32	Development should include Integrated Water Management systems that are designed to contribute to a sustainable and liveable urban environment by: <ul style="list-style-type: none"> Supporting and enhancing habitat values for local flora and fauna species Diversifying the water supply Reducing reliance on potable water Incorporating Water Sensitive Urban Design initiatives Increasing the utilisation of stormwater to contribute to a sustainable and green environment. For example, stormwater harvesting, aquifer storage and recharge etc.).
G33	Development should opt for precinct scale harvesting and treatment.
G34	The design and layout of roads, road reserves and public open space should optimise water use efficiency and long term viability of vegetation and public uses using overland flow paths, and include Water Sensitive Urban Design initiatives, such as rain gardens and/or locally treated stormwater for irrigation, where practical.
G35	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and the water retail authority, including any approved Integrated Water Management Plan.

Please refer to the **Sandown Racecourse Integrated Water Management Strategy** (CJ Arms) and **Sandown Racecourse Design Guide** (NH Architecture) for further context and guidance on the integrated water management throughout the site.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.6.2 Stormwater and Drainage

The Sandown Racecourse stormwater system will be designed to manage minor and major storm events, minimise flood risk and peak flows and contribute to the environmental health of local waterways. The proposed stormwater and drainage management will ensure the protection of property and assets from flooding and the safe conveyance of stormwater runoff through the development, as well as improve the health of local waterways.

Mile Creek will be restored and integrated with the surrounding open spaces on the site. The enhanced waterway will be sympathetic to its surroundings by incorporating gradual soft embankments to open, green spaces, and hard-edged banks to urbanised zones. Public access to the amenity provided by the creek's open water pockets and green spaces will be provided via a combination of shared paths, boardwalks and informal walking trails as appropriate. Refer to Figure 11 (Indicative Drainage Strategy) to see the proposed locations of stormwater treatment infrastructure.

OBJECTIVES	
O22	To deliver best practice rain and stormwater management systems that minimise flood risk and peak flows and contribute to the environmental health of local waterways supporting engaged and active urban spaces.
O23	To ensure that Mile Creek is transformed into a more natural and urbanised waterway, which serves a stormwater and flood management function, acts as a local biodiversity corridor, and supports open space activities above the 1 in 10-year flood line (shown on Figure 11).
O24	To elevate Mile Creek's role as an ecological corridor above its flood management function.

REQUIREMENTS	
R33	Development must improve the Mile Creek and lake water systems' riparian zones, ecological health and hydrology.
R34	Stormwater runoff from new development must exceed the performance objectives of the Best Practice Environmental Management Guidelines for Urban Stormwater (CSIRO, 1999) – or its successor – prior to discharge to receiving waterways, unless otherwise approved by Melbourne Water and the responsible authority.
R35	Development must maintain the Melbourne Water flood corridor through the site.
R36	The quantity of peak stormwater runoff from the development must not exceed the peak runoff generated from the predeveloped site, to the satisfaction of the responsible authority and Melbourne Water.
R37	Appropriate stormwater drainage, treatment infrastructure and a sufficient area of land must be provided to serve the scale and type of development proposed.
R38	Mile Creek must be redeveloped as a naturalised watercourse for most of its length as it traverses the site, maximising biodiversity outcomes.
R39	The design of the Mile Creek corridor must allow for shared use of the land above the 1 in 10-year flood line.

GUIDELINES	
G36	Provide varied waterbody forms along the Mile Creek corridor, including deeper pools and more ephemeral wetlands.
G37	Development should maximise flood storage within the Mile Creek channel.
G38	Development should minimise the impacts of peak event flood storage, including flood duration, on public open spaces.

Please refer to the **Sandown Racecourse Integrated Water Management Strategy** (CJ Arms), **Sandown Drainage Strategy** (Cardno) and **Sandown Racecourse Design Guide** (NH Architecture) for further context and guidance on the treatment of stormwater and drainage throughout the site.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

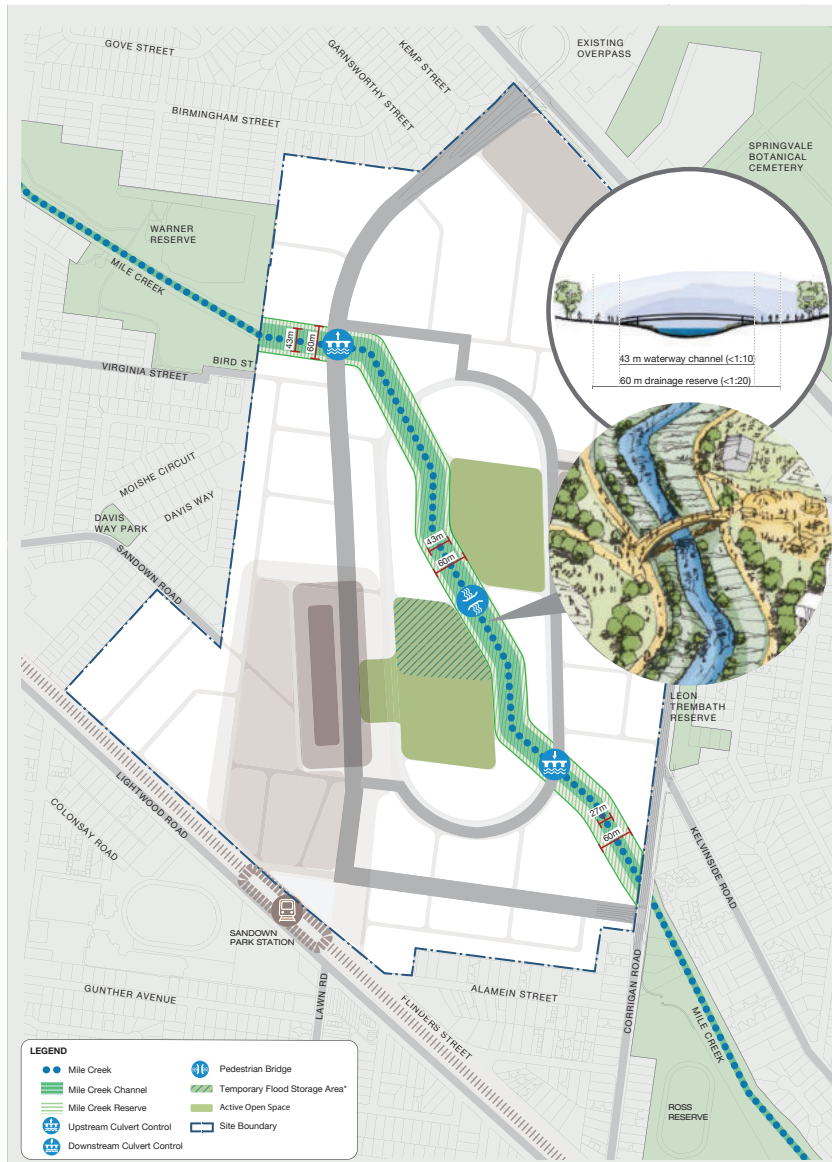


Figure 11 Indicative Drainage Strategy

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.7 URBAN FORM

The urban form vision for the Sandown Racecourse redevelopment is a well-blended mix of densities and built form typologies that positively address key destinations and open space. Development will exhibit true 20-minute neighbourhood characteristics, activate and enliven the public realm, and provide a sensitive interface to existing residential areas.

Each precinct will have a distinct built form character, providing diversity in density, building form and height. To ensure a sensitive transition to the existing residential areas surrounding the site, the height of buildings within interface areas will reflect those in the surrounding area, with height and density increasing towards the centre of the site. Higher built form will adjoin key amenity and transport elements, such as the Mile Creek corridor and open space nodes, the Main Boulevard, and Sandown Park Train Station. Sensitive built form elements, such as the Grandstand, will be managed sympathetically, with appropriate solar access maintained to open space.

As the main hub of commercial, civic and social life for the new community, the Primary Activity Node will deliver a more intense urban environment in order to capitalise upon its direct rail access.

OBJECTIVES

O25	To facilitate development across the site that is predominantly medium density.
O26	To deliver taller built form in high-amenity locations, such as adjacent to major open space nodes, the Primary Activity Node, along the Main Boulevard and in proximity to Sandown Park Station.
O27	To ensure development within the Corrigan Road and Established Area Interface Zones sensitively responds to the scale of existing built form in surrounding residential areas.
O28	To deliver a high-quality built form that orientates to and activates the public realm.

REQUIREMENTS

R40	Within the Established Area and Corrigan Road Interface Zones (shown on Figure 12) development must consider the established built form pattern.
R41	Along the Corrigan Road Landscape Edge (shown on Figure 12), development must provide a tree lined character for Corrigan Road through the retention of existing trees or establishment of new trees.
R42	Where a residential lot abuts more than one of the following interfaces, the primary frontage must be to (in order of priority): <ul style="list-style-type: none"> • The Main Boulevard • Secondary Boulevard • Connector Roads • Local Access Streets.
R43	Development must front the boundary of Warner Reserve (shown on Figure 12).

GUIDELINES

G41	Development should be consistent with the built form guidance specified in Table 2.
G42	Development should be designed to provide for a high quality and legible link between the Multimodal Interchange and the Primary Activity Node.
G43	Vegetation to be retained within the Corrigan Road Landscape Edge (shown on Figure 12) should prioritise: <ul style="list-style-type: none"> • Trees of very high or high arboricultural value; and • Clusters of trees.

Please refer to the **Sandown Racecourse Design Guide** (NH Architecture) for further guidance on the design of built form and treatment of site interfaces.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 2 Built form guidance

PRECINCT	PRECINCT URBAN FORM CHARACTER	PREFERRED BUILDING HEIGHTS	PRESENTATION TO KEY INTERFACES
Princes Precinct	The land fronting Princes Highway is suitable for medium and higher density housing, along with large format commercial buildings (e.g. showroom, office), residential aged care and hotel.	2 – 6 storeys within the area highlighted orange in Figure 12. Building heights should step down to the interfaces with the West and East Precincts.	Where interfacing with the Princes Highway, development should: <ul style="list-style-type: none"> • Provide visual interest when seen from the Princes Highway. • Incorporate landscaping in the front setback. • Provide modulated building forms to break up massing. • Preserve and frame significant views onto the site from the Princes Highway Overpass. <p><i>See Appendix B, cross section 1: example of new built form presenting to Princes Highway.</i></p>
West Precinct	The West Precinct will be residential in character, with a mix of detached dwellings, semi-detached dwellings, townhouses, and low-rise apartment buildings. Development in the precinct will transition from a lower scale at site interfaces to higher forms deeper into the site.	2 – 4 storeys, with upper levels above two storeys set back where interfacing with existing residential properties (see Figure 12). 2 – 4 storeys within the area highlighted pink in Figure 12, with 3-4 storeys along the Main Boulevard. 2 – 6 storeys within the area highlighted blue in Figure 12 with 4-6 storeys along the Main Boulevard. Built form above the preferred heights can be considered in proximity to public amenities or open space, such as interfaces to Mile Creek, Open Space Nodes or the Recreation Loop.	External: Where interfacing with existing residential properties, development should respond sensitively, with: <ul style="list-style-type: none"> • Lower built form adjacent to the title boundary, gradually increasing in height. • An upper level setback above the second storey. <p><i>See Appendix B, cross section 2: example of new built form presenting to established residential areas.</i></p> <p>Where interfacing with Warner Reserve, development should: <ul style="list-style-type: none"> • Orientate towards the Reserve and provide passive surveillance. • Have a maximum building setback of 2 metres with a setback above the third storey. <p><i>See Appendix B, cross section 3: example of new built form presenting to Warner Reserve.</i></p> <p>Internal: Where interfacing with the Main Boulevard, development should: <ul style="list-style-type: none"> • Minimise building setbacks in order to create a strong urban, built-form edge. • Set back upper levels above the fourth storey. <p><i>See Appendix B, cross section 4: example of new built form presenting to the Main Boulevard.</i></p> <p>Where interfacing with Mile Creek and open space, development should: <ul style="list-style-type: none"> • Orientate habitable rooms towards the creek corridor and open space. • Minimise overshadowing of open space. • Have a maximum building setback of 2 metres for the first two storeys. <p><i>See Appendix B, cross section 5: example of new built form presenting to the Mile Creek corridor and major open space nodes.</i></p> </p></p></p>

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 2 Built form guidance (continued)

PRECINCT	PRECINCT URBAN FORM CHARACTER	PREFERRED BUILDING HEIGHTS	PRESENTATION TO KEY INTERFACES
East Precinct	<p>The East Precinct is predominantly residential in character, with the exception of the Secondary Activity Node, which will provide a school, co-located community facilities, retail activation, and open space.</p> <p>Development within the east of the precinct will generally be of a lower scale before transitioning to higher forms deeper into the site.</p>	<p>2 – 4 storeys, with upper levels above two storeys set back where interfacing with existing residential properties or Corrigan Road (see Figure 12).</p> <p>2 – 4 storeys within the area highlighted pink in Figure 12.</p> <p>2 – 6 storeys within the area highlighted blue in Figure 12.</p> <p>Built form above the preferred height range can be considered in proximity to public amenities or open space, such as interfaces to Mile Creek, Open Space Nodes or the Recreation Loop.</p>	<p>External:</p> <p>Where interfacing with Corrigan Road, development should:</p> <ul style="list-style-type: none"> • Have a maximum building setback of 3 metres for the first two storeys, providing a landscaped frontage to Corrigan Road. This setback can be exceeded for the purposes of retaining significant trees. • Have an upper level setback above the third storey. <p><i>See Appendix B, cross sections 6 and 7: example of new built form presenting to Corrigan Road.</i></p> <p>Where interfacing with existing residential properties, development should respond sensitively, with:</p> <ul style="list-style-type: none"> • Lower built form adjacent to the title boundary, gradually increasing in height. • An upper level setback above the second storey. <p><i>See Appendix B, cross section 2: example of new built form presenting to established residential areas.</i></p> <p>Internal:</p> <p>Where interfacing with Mile Creek and open space, development should:</p> <ul style="list-style-type: none"> • Orientate habitable rooms towards the creek corridor and open space. • Minimise overshadowing of open space. • Have a maximum building setback of 2 metres for the first two storeys. <p><i>See Appendix B, cross section 5: example of new built form presenting to the Mile Creek corridor or major open space nodes.</i></p>

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 2 Built form guidance (continued)

PRECINCT	PRECINCT URBAN FORM CHARACTER	PREFERRED BUILDING HEIGHTS	PRESENTATION TO KEY INTERFACES
Town Centre Precinct	<p>The Town Centre Precinct will feature the highest built form on the site, owing to its locational characteristics and proximity to Sandown Park Station.</p> <p>The Primary Activity Node will be a highly activated, pedestrian-oriented urban environment.</p> <p>Built form within the Primary Activity Node must be designed to enhance the Grandstand, retain key views and activate the public realm.</p> <p>The design of commercial buildings and tower built form will provide architectural diversity and minimise visual bulk.</p>	<p>2 – 4 storeys, with upper levels above two storeys set back where interfacing with existing residential properties (see Figure 12).</p> <p>2 – 6 storeys within the area highlighted blue in Figure 12.</p> <p>4 – 12 storeys within the Primary Activity Node highlighted yellow in Figure 12.</p> <p>Built form above the preferred height range can be considered in proximity to Sandown Park Railway Station, the Main Boulevard and open space.</p>	<p>External:</p> <p>Where interfacing with existing residential properties, development should be sensitive, with:</p> <ul style="list-style-type: none"> • Lower built form adjacent to the title boundary, gradually increasing in height. • An upper level setback above the second storey. <p><i>See Appendix B, cross section 2: example of new built form presenting to established residential areas.</i></p> <p>Where interfacing with the railway line, development can be of a higher built form and should:</p> <ul style="list-style-type: none"> • Provide a high-quality public realm. • Prioritise pedestrian and active transport. • Sleeve at-grade and podium car parking to ensure active use interfaces with the railway station and public transport interchange. • Provide appropriate sound attenuation for new sensitive uses. <p><i>See Appendix B, cross section 8: example of new built form presenting to Sandown Park Railway Station and station environs.</i></p> <p><i>See Appendix B, cross section 9: presentation of new built form to the railway reserve.</i></p> <p>Internal:</p> <p>To the Main Boulevard:</p> <ul style="list-style-type: none"> • Minimise building setbacks in order to create a strong urban, built-form edge. • Set back upper levels above the fourth storey. <p><i>See Appendix B, cross section 10: example of new built form presenting to the Main Boulevard within the Primary Activity Node.</i></p> <p>Development interfacing with the Grandstand and designated heritage curtilage (see Figure 9) must retain a visual relationship between the Grandstand, its setting and open space.</p> <p>Articulation zones are not required for appropriately located built form within the Primary Activity Node.</p>

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

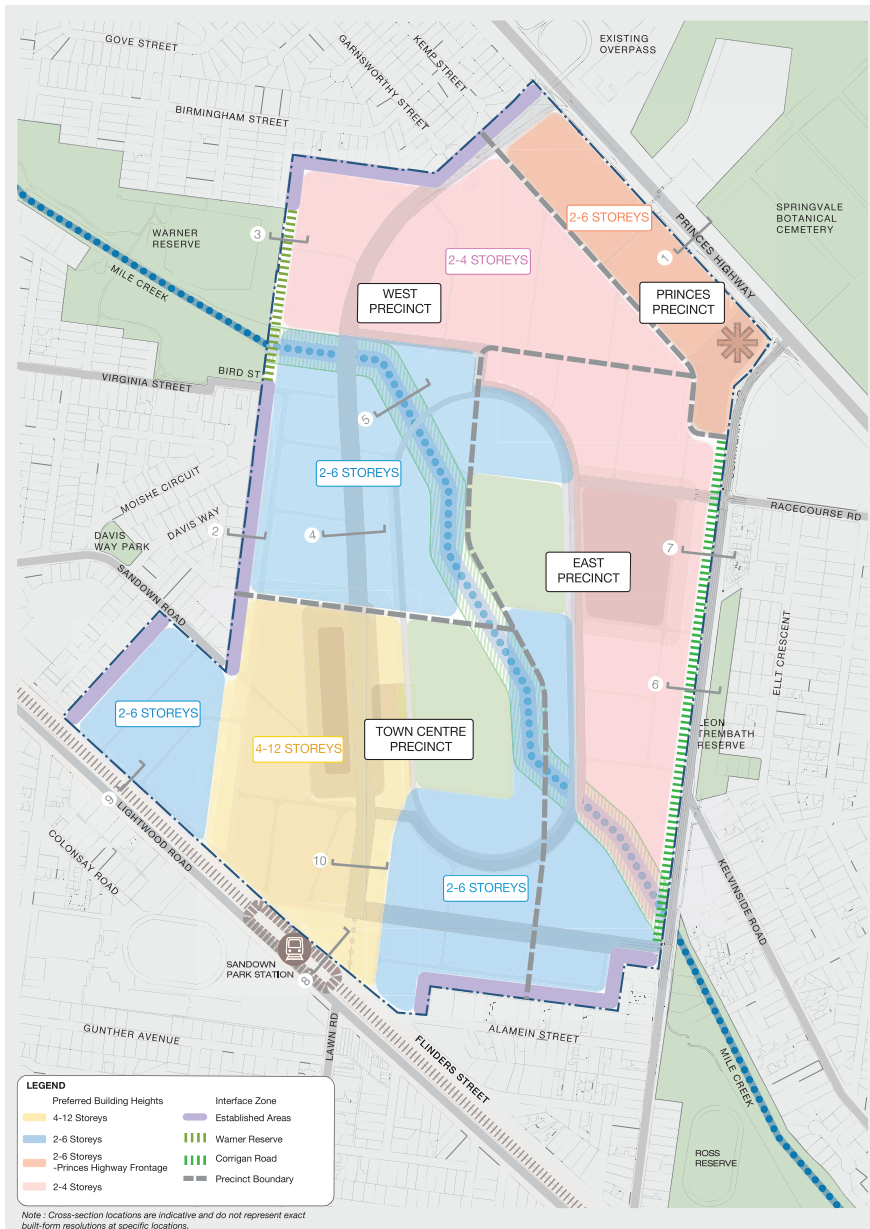


Figure 12 Indicative Urban Form Plan

Prepared by Urbis for MRC 35

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.8 ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD)

The pursuit of sustainable development is at the heart of the vision for Sandown Racecourse.

As demonstrated throughout the CDP, the delivery of precincts, infrastructure and buildings across Sandown Racecourse will adhere to sustainable design principles over the course of the site's development. The Objectives, Requirements and Guidelines listed in previous sections of this document will combine to ensure that development delivers environmentally, socially and economically sustainable outcomes for the both the future community and surrounding neighbourhoods.

While Sections 4.1 to 4.7 address broad aspects of sustainability thematically (e.g. sustainable transport objectives, the sustainable management of stormwater, etc.), this section relates specifically to the application of environmentally sustainable design (ESD) initiatives within future development.

OBJECTIVES

O29	To provide sustainable buildings and energy efficient homes, designed and constructed to meet the changing needs of occupants across their lifetime.
O30	To deliver a subdivision pattern that provides opportunities for domestic-scale renewable energy production and supports passive solar design.

REQUIREMENTS

R44	Incorporate ESD principles in the development of infrastructure, public spaces and buildings.
R45	Subdivision layouts within precincts must orientate lots to maximise solar access and amenity where practical.

GUIDELINES

G42	Development should utilise recycled materials and encourage material re-use.
G43	Development should utilise materials with reduced embodied energy.
G44	Development should incorporate measures that reduce the urban heat island effect.
G45	Development should incorporate innovative waste management initiatives.
G46	Provide infrastructure that promotes the use of active, public and other sustainable forms of transport.
G47	A third-party environmental rating tool should be used to track ESD performance.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.9 INFRASTRUCTURE & STAGING

4.9.1 Staging of Development

A logical, staged approach to development has been proposed, which is informed by the attributes and constraints of the site. The proposed staging of development outlined in Figure 13 is indicative and will be confirmed through the preparation of detailed Precinct Plans. This does not preclude land within two (or more) precincts from being developed concurrently, subject to the approval of the respective Precinct Plans.

Development can begin in the site's north prior to the cessation of all current site activities with access available via upgraded high capacity intersections at Princes Highway and Corrigan Road.

Staging of development on the site and the provision of associated infrastructure must meet the following objectives.

OBJECTIVES	
O31	To ensure that development staging is coordinated for efficient delivery across the site.
O32	To ensure that first-acting development does not prevent the realisation of cohesive and integrated neighbourhoods.
O33	To deliver infrastructure in a timely manner, ensuring that residents within each stage of development are appropriately supported and connected to surrounding amenity.

Staging of development on the site must comply with the following requirements:

REQUIREMENTS	
R46	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Connector streets • Street links between properties, constructed to the property boundary • Public land areas, including open space reserves • Connection of the on- and off-road pedestrian and bicycle network.
R47	<p>Staging will be determined by the development proposals on land within the precinct and the availability of infrastructure services. Development applications must demonstrate how the development will:</p> <ul style="list-style-type: none"> • Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections, to a practical extent • How local open space will be provided in the early stages of development • How access to public transport will be maintained or improved • Provide sealed road access to each new allotment and constructed to a residential standard • Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

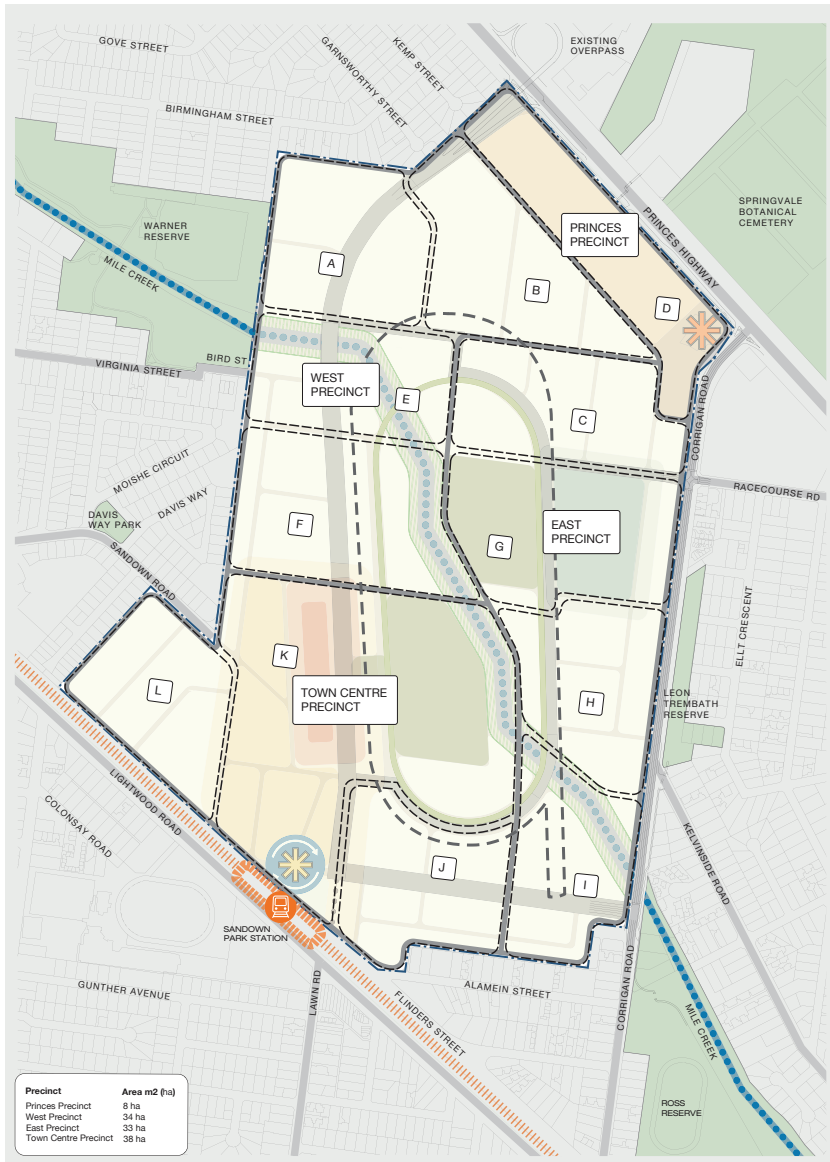


Figure 13 Indicative Staging Plan

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.9.2 Infrastructure Items

A range of infrastructure elements will be required to support the development of Sandown Racecourse. The infrastructure items and services to meet the needs of the development are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Utility service provider requirements
- The DCP
- Capital works projects by Council, State Government agencies and non-government organisations
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Provision and delivery of infrastructure to support the development of the site must comply with the following requirements:

REQUIREMENTS	
R48	<p>New development within the site must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Connector streets and local streets • Local bus stop infrastructure (where locations have been agreed in writing by Department of Transport) • Landscaping of all existing and future roads and local streets • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those projects included in the Sandown Racecourse DCP) • Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those projects included in the Sandown Racecourse DCP) • Bicycle parking • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network • Local drainage system and water quality systems • Local street or path crossings of waterways • Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through an alternate agreement), electricity, gas and telecommunications.

REQUIREMENTS	
R49	<p>Any public open space that is to be transferred to the responsible authority must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer occurring. These standards may include, but are not limited to:</p> <ul style="list-style-type: none"> • Removal of all existing disused structures, foundations, pipelines and stockpiles • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass • Provision of water tapping, potable and recycled water connection points • Sewer, gas and electricity connection points to land identified as sports reserves and community facilities • Trees and other plantings • Vehicle exclusion devices where applicable (fence, bollards or other suitable methods) and maintenance access points • Installation of park furniture including barbecues, shelters, rubbish bins, local scale playground equipment, appropriate paving and pedestrian and cycle paths.
R50	<p>Any land transferred to the responsible authority must be accompanied by a statement or certificate of environmental audit in accordance with Part IXD of the <i>Environment Protection Act 1970</i>.</p>

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 3 is an extract of the DCP. It provides a summary of the infrastructure projects to be delivered and the associated trigger for their delivery. Figure 14 provides the location of the projects listed in the Project Code column of Table 3.

Table 3 Infrastructure List Summary (source: Urban Enterprise, 2020)

PROJECT CODE	PROJECT NAME & DESCRIPTION	TRIGGER
TRANSPORT		
RD-01	Upgrade overpass at Princes Highway and Racecourse Drive	Prior to Statement of Compliance for any dwelling within the Western Precinct, or alternative trigger as agreed with Council if access arrangements and development stages vary.
RD-02	Upgrade intersection at Princes Highway and Corrigan Road	When development in the precinct taking access from Corrigan Rd generates traffic movements which result in the need to upgrade the intersection, as determined by a Traffic Impact Assessment at Precinct Planning.
RD-03	New access intersection at Racecourse Road and Corrigan Road	Either: <ul style="list-style-type: none"> • Prior to Statement of Compliance for the first dwelling in Stage C or G of the Eastern Precinct taking access from Corrigan Road; or • Prior to the Statement of Compliance for the 4,000th dwelling anywhere in the DCP area which takes access from the Princes Highway overpass (RD-01), whichever is earlier, or • Alternative trigger as agreed with Council if access arrangements and development stages vary.
RD-04	Corrigan Road Upgrade	Prior to Statement of Compliance which creates: <ul style="list-style-type: none"> • the first dwelling in Stage H or I of the Eastern Precinct taking access from Corrigan Road; • the first dwelling in the Town Centre precinct taking access from Corrigan Road;
RD-05	New access intersection near Allister Road and Corrigan Road	<ul style="list-style-type: none"> • the 1,900th dwelling anywhere in the DCP area taking access from Corrigan Road (RD-03); whichever is earlier, or Alternative trigger as agreed with Council if access arrangements and development stages vary.
COMMUNITY AND RECREATION		
CF-01	New on-site Community Facility	Prior to Statement of Compliance which creates the 5,000th dwelling in the DCP area, or earlier provision by Council at Council's discretion.
SR-01c	New northern active open space reserve	Prior to Statement of Compliance which creates the 3,000th dwelling in the DCP area, or earlier provision by Council at Council's discretion.
SR-01p	New southern active open space reserve pavilion.	Prior to Statement of Compliance which creates the 5,000th dwelling in the DCP area, or earlier provision by Council at Council's discretion.
SR-02c	New southern active open space reserve	Prior to Statement of Compliance which creates the 5,000th dwelling in the DCP area, or earlier provision by Council at Council's discretion.
SR-03	New indoor recreation facility	Prior to Statement of Compliance which creates the 5,500th dwelling in the DCP area, or earlier provision by Council at Council's discretion.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 4 is an extract of the DCP and provides detail on how all site infrastructure will be funded and who it will be delivered by.

Table 4 Preferred Infrastructure Funding by Category (Source: Urban Enterprise, 2020)

CATEGORY	LAND / CONSTRUCTION	FUNDING SOURCE	FUNDING MECHANISM	DELIVERY AGENCY
LOCAL ROADS	Land	Developers	Subdivision permit	Developers
	Construction	Developers	Subdivision permit	Developers
CONNECTOR ROADS	Land	Developers	Subdivision permit	Developers
	Construction	Developers	Subdivision permit	Developers
ARTERIAL ROADS	Land	Developers	(Not required)	Developers
	Construction	Developers	DCP	Developers (WIK)
LOCAL OR CONNECTOR INTERSECTIONS	Land	Developers	Subdivision permit	Developers
	Construction	Developers	Subdivision permit	Developers
ACCESS INTERSECTIONS	Land	Developers	Subdivision permit	Developers
	Construction	Developers	Subdivision permit	Developers
MAJOR INTERSECTIONS	Land	Developers	Subdivision permit	Developers
	Construction	Developers	DCP	Developers (WIK)
ACTIVE OPEN SPACE	Land	Developers	DCP	Developers (WIK)
	Construction	Developers	DCP	Developers (WIK) or Council
PASSIVE OPEN SPACE	Land	Developers	Clause 53.01	Developers
	Construction	Developers	Subdivision permit	Developers
COMMUNITY FACILITIES	Land	Developers	DCP	Developers (WIK)
	Construction	Developers	DCP	Developers (WIK) or Council
SCHOOLS	Land	State Government	Direct acquisition	State Government
	Construction	State Government	State Government	State Government
DRAINAGE WORKS	Land	Developers	Agreement with Melbourne Water	Developers (WIK)
	Construction	Developers	Agreement with Melbourne Water	Developers (WIK)
PLANNING COSTS	Costs	Developers	DCP	Developers (WIK)

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Table 5 is an extract of the DCP and outlines the levies associated with development of the site.

Table 5 Levies by Levy Type and Infrastructure Category (source: Urban Enterprise, 2020)

LEVY	DEVELOPMENT INFRASTRUCTURE LEVY			COMMUNITY INFRASTRUCTURE LEVY		
	Cost	Demand Units	DIL per Demand Unit	Cost	Demand Units	CIL per Demand Unit
Transport and planning	\$12,152,926.27	8,198	\$1,482.48	-	-	-
Community and recreation	\$34,948,199.14	7,500	\$4,659.76	\$1,710,000.00	7,500	\$228.00
TOTAL	\$46,668,411.12		\$6,142.19	\$1,710,000.00		\$228.00

Source: Urban Enterprise. Note: 1 demand unit for retail = 19sqm, 1 demand unit for commercial = 121sqm.



Source: Urban Enterprise, 2020.
 *Locations of CF-01, SR-01p, SR-01c, SR-02c and SR-03 are indicative and not confirmed. Areas are not to scale

Figure 14 Location of Infrastructure items

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Activity Centre	<p>Activity centres are community hubs where people shop, work, meet, relax and often live. They range in size, from local neighbourhood shopping strips to centres that include universities and major regional shopping malls.</p> <p>In this CDP, an Activity Centre refers to existing centres outside the Sandown Racecourse site (e.g. Springvale Major Activity Centre, Noble Park Major Activity Centre).</p>
Activity Node	<p>Provide the focus for local business, services, commercial and retail-based employment and social interaction. They are where people shop, work, meet, relax and live.</p> <p>In this CDP, refers to the main designated areas for mixed-use activity within the Sandown Racecourse site.</p>
Arterial Road	<p>A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter- suburban journeys and linking to freeways, and identified under the road management act 2004. All declared arterials are managed by the state government.</p> <p>In this CDP, Princes Highway is declared an Arterial Road. There are no arterial roads within the subject site.</p>
Articulation Zone	<p>This zone is a notional area projected forward or recessed from the building line within which additional building elements such as entrances, windows and balconies are expressed to encourage street activation and deliver a built form with architectural variety and visual interest.</p>
Co-Location	<p>Adjoining land uses to enable complementary programs, activities and services and potential for shared use of resources and facilities. For example, the co-location of schools and active open space.</p>
Community Infrastructure	<p>Infrastructure provided by government or non-government organisations to accommodate a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).</p>
Connector Road	<p>A lower order road providing for low to moderate volumes and moderate speeds, linking local streets to the arterial network managed by the relevant local council.</p>
Infrastructure Contributions Plan	<p>Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the Planning and Environment Act 1987.</p>
High Density Housing / Apartments	<p>Housing with an average density of around 200 dwellings per net developable hectare.</p>
Housing Density (Net)	<p>The number of dwellings divided by net developable area.</p>
Land Budget Table	<p>A table setting out the total site area, net developable area and public or encumbered land within the site.</p>
Linear Open Space Network	<p>Corridors of open space, mainly along waterways that link together, forming a network.</p>

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Local Access Street	Lower order streets providing access to individual properties in the local area, localised pedestrian and cycle movements.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Main Boulevard	Provides an Arterial spine through the site, being the primary access to the external road network with internal connections to both secondary arterial and connector streets. The Primary Boulevard is typically within a 32 metre reserve and is a bus capable dual carriageway with two lanes in each direction and provision for shared paths and cycle lanes in both directions. Direct vehicular access to properties fronting the Main Boulevard will be minimised throughout the site.
Medium Density Housing	Housing with an average density of around 50 dwellings per net developable hectare.
Multimodal Interchange	A transport interchange servicing the Primary Activity Node providing integrated access across all modes, with a focus around Sandown Park Station. Facilities include bus parking bays with shelters, service information, pedestrian access to the station entrance, and bicycle facilities.
Native Vegetation	Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.
Net Developable Area	Total amount of land within the site or a precinct that is made available for development of housing and employment buildings, including lots and local streets. Total site or precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.
Principal Public Transport Network	A high-quality public transport network that connects Principal and Major Activity Centres, and comprises the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.
Public Open Space	Land that is set aside for public recreation or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.
Secondary Boulevard	Provides internal connectivity from the Secondary Activity Node located on the eastern side of Mile Creek to the Main Boulevard and the Primary Activity Node. The Secondary Boulevard generally sits within a 28 metre reserve, with a single carriageway providing a through lane and a kerbside parking lane in each direction. The boulevard reserve also provides for a shared path and cycle lanes within a 'recreation loop' on the inside of the reserve.
Sporting Reserves	Land within the public open space provision set aside for the specific purpose of formal/organised club-based sports.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDIX A

LAND BUDGET

An indicative land use budget has been produced for the development of Sandown Racecourse. The budget has been informed by the demographic assessment, and a review of future retail, commercial, community and open space needs.

ITEM	Area (Ha)	% Site Area	% NDA
TOTAL SITE	112.25	100%	
UNCREDITED OPEN SPACE			
ENCUMBERED OPEN SPACE (MILE CREEK)*	5.00	4.5%	5.8%
ENCUMBERED OPEN SPACE (MILE CREEK ENVIRONS)*	3.00	2.7%	3.5%
SUB-TOTAL UNCREDITED OPEN SPACE	8.00	7.1%	9.3%
CREDITED OPEN SPACE			
UNENCUMBERED OPEN SPACE – ACTIVE (DCP)	7	6.2%	8.2%
UNENCUMBERED OPEN SPACE – PASSIVE (CLAUSE 53.01)	1.7	1.5%	2.0%
SUB-TOTAL CREDITED OPEN SPACE	8.7	7.8%	10.1%
COMMUNITY INFRASTRUCTURE			
INDOOR SPORTS CENTRE (DCP)	1	0.9%	1.2%
SCHOOL	3.5	3.1%	4.1%
COMMUNITY FACILITIES (DCP)	0.8	0.7%	0.9%
SUB-TOTAL COMMUNITY INFRASTRUCTURE	5.3	4.7%	6.2%
OTHER			
HERITAGE AREA	4.18	3.7%	4.9%
INTERSECTION LAND (DCP)	0.23	0.2%	0.3%
SUB-TOTAL OTHER	4.41	3.9%	5.1%
NET DEVELOPABLE AREA	85.84	76.5%	100%

Source: Melbourne Racing Club, 2020.

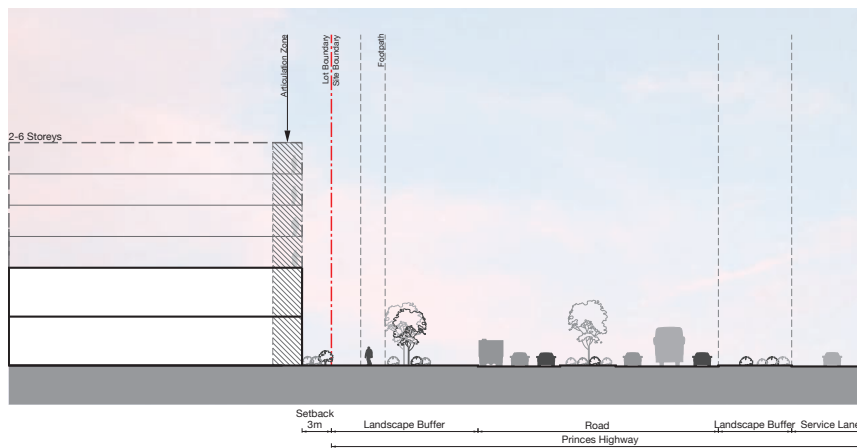
*Mile Creek and Police Road Drain are subject to final design

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDIX B

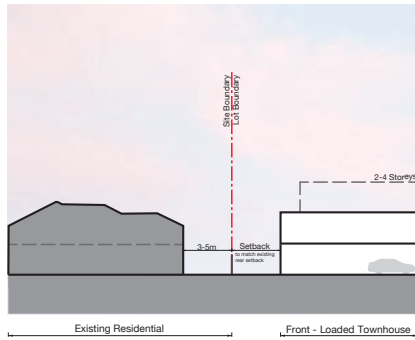
INDICATIVE BUILT FORM CROSS-SECTIONS

Cross Section 1: Example of built form presenting to Princes Highway

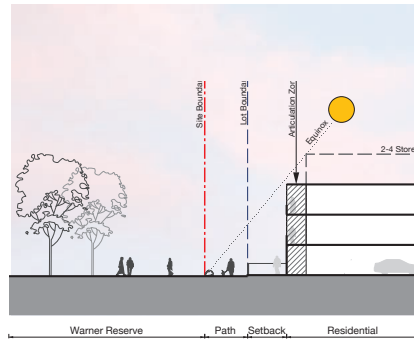


4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

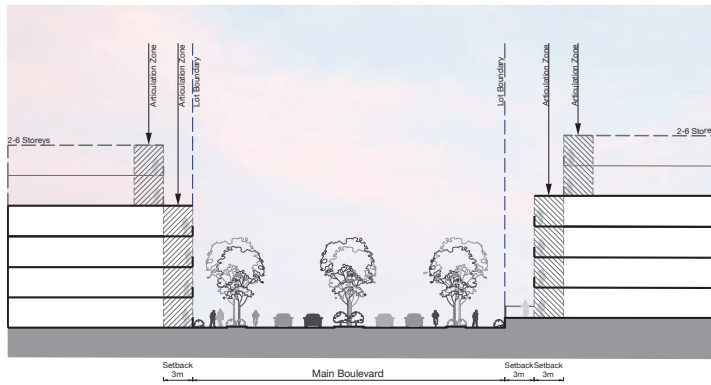
Cross Section 2: Example of new built form presenting to established residential areas Interface



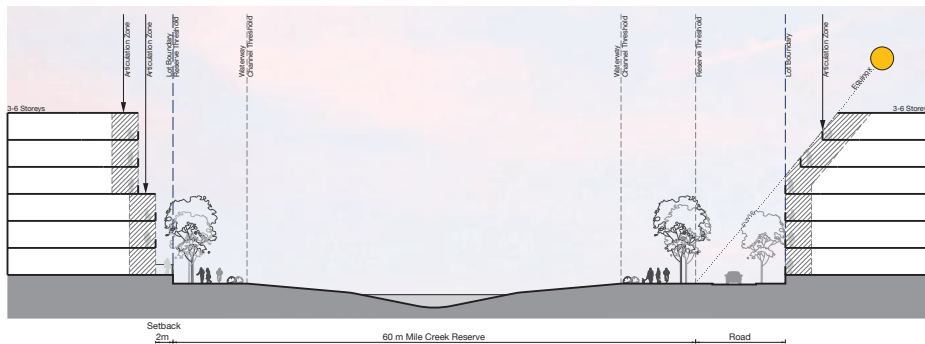
Cross Section 3: Example of new built form presenting to Warner Reserve



Cross Section 4: Example of new built form presenting to the Main Boulevard

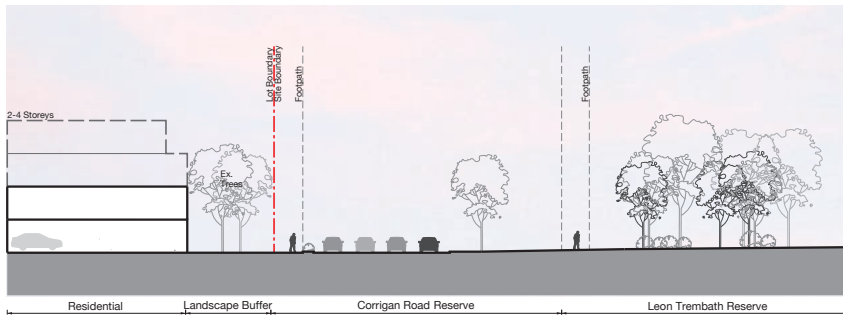


Cross Section 5: Example of new built form presenting to the Mile Creek corridor or major open space nodes

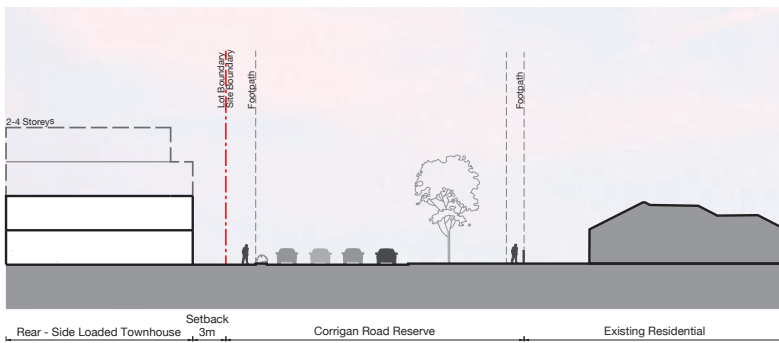


4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Cross Section 6: Example of built form presenting to Corrigan Road

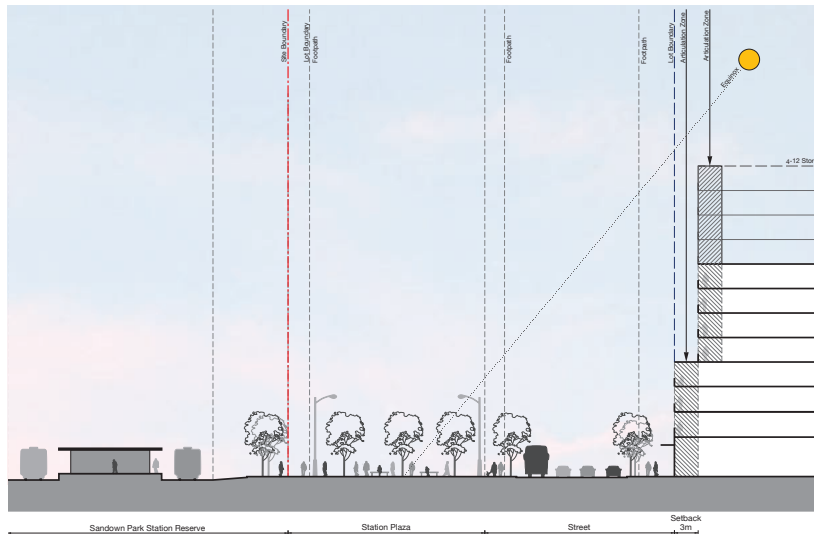


Cross Section 7: Example of built form presenting to Corrigan Road



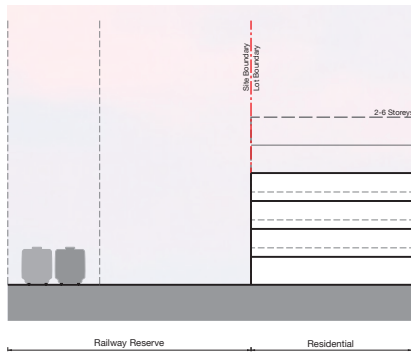
4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Cross Section 8: Example presentation of new built form to Sandown Park Railway Station and station environs

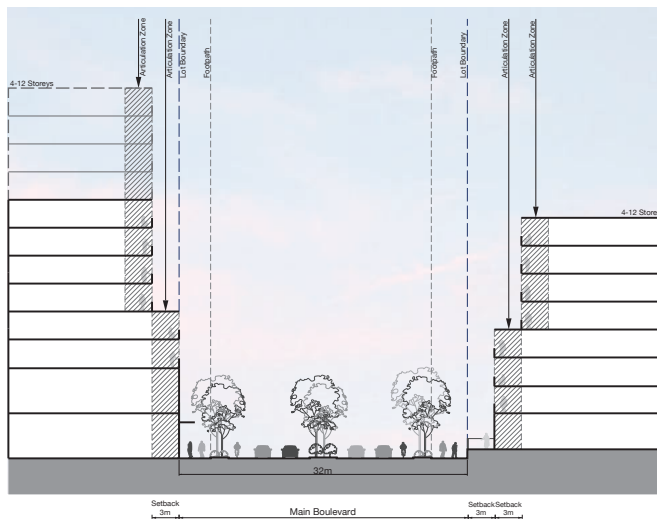


4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Cross Section 9: Presentation of new built form to the railway reserve



Cross Section 10: Example of new built form presenting to the Main Boulevard within the Primary Activity Node



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY AND STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

ATTACHMENT 2

**AMENDMENT C229 DRAFT EXPLANATORY
REPORT**

PAGES 11 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Planning and Environment Act 1987

**GREATER DANDENONG PLANNING SCHEME
AMENDMENT C229
EXPLANATORY REPORT**

Who is the planning authority?

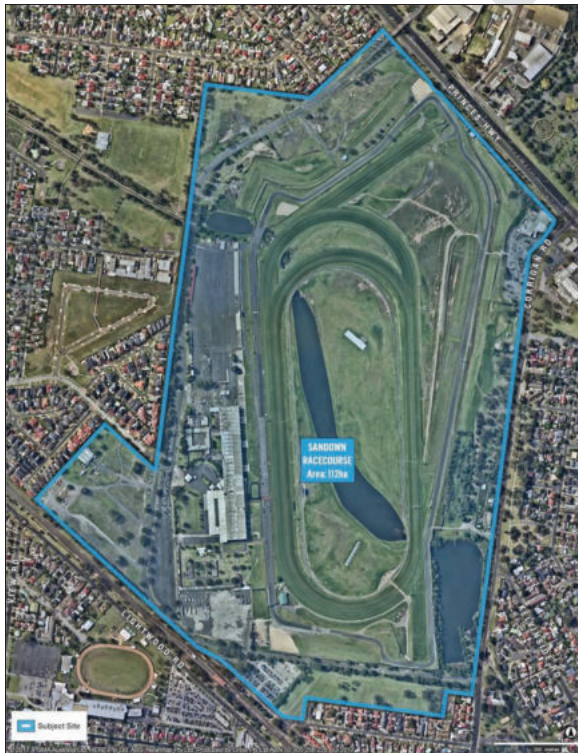
This amendment has been prepared by the City of Greater Dandenong as the planning authority for this amendment.

The amendment has been made at the request of Melbourne Racing Club.

Land affected by the amendment

The amendment applies to Sandown Racecourse, Springvale. The subject site is bound by the Princes Highway to the northeast; Corrigan Road to the east; residential properties to the south; the Pakenham-Cranbourne Railway corridor to the southeast; and residential properties and Warner Reserve to the west. The subject site is approximately 112.25 hectares. Map 1 below shows the subject site and surrounding interfaces.

Map 1 – Amendment area



What the amendment does

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

The amendment inserts the CDP as an incorporated document to the Greater Dandenong Planning Scheme (the Scheme) and rezones approximately 112.25 hectares of land from a Special Use Zone, Schedule 1 (SUZ1) to the Comprehensive Development Zone, Schedule 3 (CDZ3) to facilitate the development of the subject site for predominately residential use supported by community facilities, open space and commercial and retail uses. Specifically, the amendment will result in the following changes to the Scheme:

- Amend Planning Scheme Map Nos. 1 and 2 (Zones)(rezone amendment area to CDZ3);
- Amend Planning Scheme Map No. 1EAO and insert new Planning Scheme Map No. 2EAO (to apply the EAO to the entire amendment area);
- Insert new Planning Scheme Map Nos. 1DCPO and 2DCPO;
- Amend Planning Scheme Map Nos. 1HO and 2HO;
- In Local Planning Policy Framework – insert a new Clause 22.13 in the form of the Sandown Racecourse Local Planning Policy;
- In Zones – Clause 37.01, amend Schedule 1 to the Special Use Zone (to remove the subject site from the Sandown Park Schedule);
- In Zones – Clause 37.02, insert a new Comprehensive Development Zone Schedule 3;
- In Overlays – Clause 43.01, replace the Heritage Overlay Schedule with a new Schedule;
- In Overlays – Clause 45.06, insert a new Development Contributions Overlay Schedule 4;
- In Particular Provisions – amend the Schedule to Clause 53.01 (Public Open Space Contribution and Subdivision);
- In General Provisions – amend the Schedule to Clause 72.03 ('What does this Planning Scheme Consist of?') to reflect the above; and
- In Incorporated Documents – amend the schedule to Clause 72.04 ('Documents Incorporated in the Planning Scheme') to reflect the above.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to facilitate the urban renewal of the Sandown Racecourse site. The amendment is the first step to allow the future development of the site for new uses and development, consistent with the strategic opportunities for the site.

The majority of the site is currently zoned Special Use Zone (Schedule 1), the purpose of which is "To recognise and provide for the Sandown Racecourse, Motor Racing Circuit, Greyhound Racing Track and associated uses". The SUZ1 is not the appropriate mechanism to implement the urban renewal vision for the site as set out in the CDP.

The purpose of undertaking the amendment now is to:

- 1) Put in place a planning framework to establish a clear intent for the future development of Sandown Racecourse for all stakeholders;
- 2) Establish a clear process and requirements for future planning that are understood by all stakeholders; and
- 3) Commence facilitation of a major strategic urban renewal opportunity, providing a new employment and housing redevelopment in line with Action 16 of *Plan Melbourne 2017-2050*.

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

The amendment implements the following objectives contained in Section 4(1) and 12(1)(a) of the *Planning and Environment Act 1987* (the Act):

- to provide for the fair, orderly, economic and sustainable use, and development of land;

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

- to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- (f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and
- (g) to balance the present and future interests of all Victorians.

The amendment implements the above objectives to provide for the orderly and sustainable use and development of land. The amendment will:

- Provide for the fair, orderly, economic and sustainable use and development of the site, through the introduction of a CDZ and CDP enabling site-specific controls for this unique site over a long-term development horizon. The requirements for Precinct Plans as set out in the CDZ will ensure that the future development can respond to trends, market demands and best practice at the time of the development, while according with the holistic vision for the site set today;
- Facilitate development that incorporates best-practice ESD initiatives, contributing to a sustainable precinct that supports the protection of natural resources and the maintenance of ecological processes and genetic diversity;
- Facilitate development of a vibrant, mixed-use precinct that supports a pleasant, efficient and safe working, living and recreational environment for its users, the local community and visitors. The site will be developed as an exemplar 20-minute neighbourhood, enabling residents to live, work, recreate and meeting their daily needs within close proximity of their homes;
- Retain, conserve and enhance the historic Grandstand (now on the Victorian Heritage Register), and will interpret the important history of the site throughout the development;
- Provide for the redevelopment of the site with improved facilities for the benefit of the community, including a significant open space provision;
- Ensure that future development accords with the above objectives through the requirement in the CDZ for further detailed planning and the preparation of Precinct Plans prior to permit applications; and
- Balance the present and future interests of all Victorians by providing a significant contribution to the Victorian economy and facilitating a high quality, sustainable development that will support the growth of nearby employment areas and activity centres.

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

Environmental Effects

The amendment will ensure the delivery of exemplary sustainable development. It will:

- Set in place a staged planning process, to enable future development to respond to best practice environmentally sustainable design from advances in knowledge and technology at the time of delivery;
- Apply the EAO to the majority of the site to ensure appropriate investigations are conducted and any potential contamination is investigated and mitigated, prior to any sensitive use or development commencing;
- Facilitate the delivery of infrastructure that will prioritise active transport modes throughout the site, connecting to public transport infrastructure, reducing carbon emissions; and
- Provide an integrated approach to the supply of water, the removal of wastewater and the management of stormwater runoff while enhancing the environmental values of Mile Creek.

Social Effects

The amendment will result in positive social impacts through:

- Provision of a range of dwelling typologies to meet the needs of Melbourne's growing population;
- Provision of 5% of the site's total dwellings as affordable housing;

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

- The inclusion of a mix of uses, creating a vibrant precinct for the enjoyment of residents, visitors, workers and the general public;
- Developing nodes of activity and community facilities to provide places for social interaction and community engagement; and
- Significant provision of open space for public recreation and enjoyment, linking existing open spaces in the surrounding area.

Economic Effects

The amendment will facilitate the development of 7,500 new homes in Melbourne's south-east, which will deliver significant positive economic impacts, including:

- Creation of new and on-going employment in a range of industries, including during the development and construction phases; and
- Supporting the development of the Monash and Dandenong NEICs by providing attractive and appropriate housing for workers and students in proximity to jobs and education.

Does the amendment address relevant bushfire risk?

The subject site is not located within the Bushfire Management Overlay, nor within a designated 'Bushfire Prone Area' under planning policy. The amendment will not increase the risk to life, property, infrastructure or the natural environment from bushfire.

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

The Form and Content of Planning Schemes

Sandown Racecourse is a unique site with a long-term development horizon. This requires an approach that balances certainty of vision to ensure the site is developed holistically, and flexibility to enable the development to respond to changes in technology and trends over time.

Although the site necessitates a novel approach that considers the long-term nature of the site's redevelopment, the standard suite of planning controls has been applied. The CDZ is the most appropriate planning tool to achieve the development outcomes sought in the CDP. The drafting of the Schedule to the CDZ complies with Form and Content rules and is comparable to recent large-scale urban renewal amendments.

Ministerial Direction No. 1 – Potentially Contaminated Land

The amendment addresses the requirements of Ministerial Direction 1. The amendment proposes that an Environmental Audit Overlay (EAO) be applied to the site, requiring appropriate environmental audit investigations prior to development (at the precinct planning stage). The use of Sandown Racecourse for motor racing has resulted in a discrete portion of the site meeting the definition of potentially contaminated land under Direction No. 1.

Douglas Partners has undertaken a desktop study to establish the potential for soil and groundwater contamination at the site (Refer to Appendix AA - Report on Environmental Desktop Study, Sandown Racecourse Masterplanning, Douglas Partners, 2015). The report identified some areas of the site as having an increased risk of localised contamination due to the presence of potential point sources of contamination, such as:

- The current maintenance facility which includes three 5,000L disused underground fuel storage tanks, operational above ground fuel storage tanks, various small-scale fuel and chemical storage and a wash down bay and associated interceptor trap; and
- The former Maintenance facility and associated previous above ground fuel and chemical storage.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Additional point sources of potential contamination which are considered to represent a lower environmental contamination risk include:

- Interceptor traps within the grandstand;
- Septic tanks within the former quarantine areas;
- Above ground fuel storage within the emergency generator room; and
- Horse wash down bays.

Although the potential for contamination from the migration of liquid contaminants into the underlying natural soil profile and groundwater table is increased in the vicinity of these point sources, soil contamination associated with them is not likely to be laterally extensive, affecting large areas of the site.

The stockpiled soils and the lake sediment, subject to further assessment, are considered suitable for on-site reuse or retention within a residential or commercial setting from a contamination perspective.

In preparing an amendment that would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive use, agriculture or public open space, a planning authority must satisfy itself that the environmental conditions of that land are or will be suitable for that use.

This approach is appropriate in this circumstance given that further detailed planning is required at the Precinct Planning stage to determine the locations of various land uses. This accords with 'Option 2' provided in the Explanatory Statement to Direction No. 1, which gives advice on how a planning authority can satisfy itself that the environmental conditions of that land are or will be suitable for that use.

Engagement with the Environment Protection Authority (EPA) will be further explained under Direction No. 19 (below) however, it is noted that the EPA have been engaged and note it is appropriate to apply the EAO to the entire site.

Ministerial Direction No. 9 – Metropolitan Planning Strategy

The purpose of this Direction is to ensure that planning scheme amendments have regard to the Metropolitan Planning Strategy.

The amendment addresses the objectives of *Plan Melbourne 2017-2050*. Sandown Racecourse is a major strategic urban renewal infill opportunity that can deliver upon the objectives of Plan Melbourne. The amendment supports Action 16 of *Plan Melbourne 2017-2050* which calls for a pipeline of urban renewal projects across Melbourne that deliver high amenity, mixed-use neighbourhoods.

Sandown Racecourse will deliver housing diversity, sustainable transport and will enable people to live close to where they work, by providing support for the Monash and Dandenong National Employment and Innovation Clusters.

The current proposal has been shaped and informed by Plan Melbourne, and as such is highly consistent with this Direction.

Direction No. 11 Strategic Assessment of Amendments

This amendment has been prepared in accordance with the requirements of Ministerial Direction No. 11 Strategic Assessments of Amendments, including consideration of all strategic considerations outlined in the Direction.

The amendment will lead to the preparation and lodgement of precinct plans and associated documentation, followed by permit applications which will require the resources of the responsible authority to assess.

Notwithstanding, these will progress gradually over time and as such will not place an unreasonable administrative burden on the responsible authority.

Direction No. 18 Victorian Planning Authority Advice on Planning Scheme Amendments

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

This Direction ensures that a planning authority seeks, and has regard to, the advice of the Victorian Planning Authority when preparing an amendment to rezone land in relation to which the Authority has, or has previously been directed to provide advice.

The Minister for Planning's Statement of Expectations for the VPA for 2018-19 allocates the VPA the role of 'Advisor' to Council for the Sandown Racecourse CDP.

The proponent has prepared the plan for Sandown Racecourse in consultation with the VPA and the Council over the last two years. During this time, Council and VPA officers at various levels have been engaged with and provided the opportunity to input into the development of the plan through meetings, workshops, the circulation of draft documents and ongoing liaison.

The proponent has considered and incorporated the advice of the VPA as the plan has developed.

Direction No.19 The Preparation and Context of Amendments that May Significantly Impact the Environment, Amenity and Human Health

The purpose of this Direction is to require planning authorities to seek the views of the EPA in the preparation of planning scheme reviews and amendments including those that allow the use or development of potentially contaminated land, and/or trigger the requirements of Ministerial Direction No. 1.

This Direction requires that in preparing a planning scheme amendment, a planning authority must:

- Seek the written views of the EPA about the potential impacts of the proposed review or amendment and any strategies, policies, plans or reviews forming the strategic basis for the review or amendment, including precinct structure plans, on the environment, amenity and human health; and
- For a planning scheme amendment, include in the explanatory report a statement of how the proposed amendment addresses the views of the EPA. Council has consulted with the EPA prior to seeking the Minister for Planning's authorisation for the amendment to be publicly exhibited. The EPA acknowledges there may be contamination issues on part of the subject site and note that it is appropriate to apply the EAO to the entire site. The EPA has not provided any objection to the amendment.

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

Clause 11 – Settlement

The amendment will facilitate increased housing diversity and high standards of amenity, in accordance with this clause. The amendment will facilitate focused investment and growth in a state significant urban renewal site.

Clause 12 – Environmental and Landscape Values

Consistent with objectives of Clause 12, the amendment will ensure that alterations to Mile Creek and associated water bodies prioritise the associated ecological values and improve the landscape values of the site.

Clause 13 – Environmental Risks and Amenity

The amendment proposes an EAO over the whole of the site currently within the Special Use Zone. This will allow for an environmental audit to be undertaken at precinct planning stage, to ensure that the condition of the land is appropriate for the uses proposed at this time.

Clause 14 – Natural Resource Management

Sustainable management of natural resources is embedded throughout the amendment, consistent with Clause 14. The staged planning approach will enable benchmarks to be set at the Precinct Planning stage, to ensure that development responds to current best practice sustainability initiatives

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

as and when it proceeds. The strategies relating to integrated water management and drainage will ensure water quality is protected, water usage is minimised, and stormwater is managed to improve quality.

Clause 15 – Built Environment and Heritage

The amendment supports the over-arching principles of Clause 15. As outlined in the CDP, the Sandown Racecourse development will deliver a high standard of architectural and urban design, and importantly, the site's history will be preserved, through the conservation and adaptive reuse of the Grandstand, and interpretation of the former uses.

Clause 16 – Housing

In accordance with the objectives of Clause 16, the development of Sandown Racecourse will deliver true 20-minute neighbourhood outcomes, with a diversity of housing located proximate to open space, retail, services (particularly public transport) and jobs. Furthermore, the proponent proposes to deliver 5% of the site's total dwellings as affordable housing.

Clause 17 – Economic Development

Sandown Racecourse will support the strong economic growth of the Monash and Dandenong NEICs, by providing housing choices not currently available to workers and students in proximity to their places of employment and study.

Clause 18 – Transport

Consistent with this clause, the amendment will ensure that Sandown Racecourse develops around sustainable transport systems by delivering transit-oriented development outcomes to capitalise on the existing Sandown Park Station, and by integrating active transport infrastructure into the key objectives and requirements.

Clause 19 – Infrastructure

The amendment proposes to apply the Development Contributions Plan Overlay and incorporate a Development Contributions Plan (DCP) in order to plan for infrastructure delivery in accordance with the requirements of this clause. The Development seeks to provide a range of infrastructure, open space and services to meet the needs of its future community, to provide a unique, high-amenity neighbourhood.

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

The amendment is consistent with the Local Policy Framework and supports Greater Dandenong City Council's objectives as outlined in its Municipal Strategic Statement, with particular reference to:

Clause 21.04 – Land Use

The amendment supports this clause by providing a range of dwelling types in proximity to employment and services.

In accordance with Council's Land Use Policy, providing housing at the periphery of the Monash NEIC and in proximity to the Springvale and Noble Park activity centres will mean that residents do not need to travel as far to work, shop or to take part in sports/leisure activities, reducing the environmental impacts of transport. Further, the increased local residential population will help improve the economic vitality of those centres. The proposed development will provide a range of housing types and styles, increasing diversity of housing in the locality and catering for the changing needs of households. Sandown Racecourse will capitalise on existing transport infrastructure, consolidating higher density residential development around transport nodes and the future activity centres.

Clause 21.05 – Built Form

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

The amendment supports this clause by providing a strong sense of place and character through the recognition and interpretation of heritage values, and high-quality landscapes and public realm.

Higher density development in proximity to transport and activity nodes will provide a population to support activity during the day and in the evenings, promoting safe and attractive movement networks and public spaces. The amenity of adjacent low density residential areas will be protected through a transition to lower built form adjacent to the site boundaries.

Development throughout the site will provide a strong sense of place and character through the recognition and interpretation of heritage values, environmental improvements and high-quality landscapes and public realm. Best practice urban design and Environmentally Sustainable Development principles will be enshrined in the development framework.

Clause 21.06 - Open Space and Natural Environment

The amendment supports this clause through the revitalised Mile Creek and network of open space to be delivered throughout the site, which will provide high levels of amenity and opportunities for active and passive recreation for future residents of Sandown Racecourse.

The proposed development of Sandown Racecourse will make a significant contribution to open space for the community, and in particular will enhance the natural values of Mile Creek, providing a publicly accessible interface with the watercourse for the first time since Sandown was developed.

The CDZ requires that a master plan be prepared for the complete extent of Mile Creek within the site boundaries at the time the first precinct plan is prepared. This approach will ensure that a holistic approach is taken to the planning and delivery of the revitalised Mile Creek, to make sure that this key component of the site is delivered in a timely manner, consistent with the site-wide vision.

A more naturalised and revitalised Mile Creek and network of open space to be delivered throughout the site will provide high levels of amenity and opportunities for active and passive recreation for future residents of Sandown Racecourse. Further, the open space offering will complement and connect with existing open space in surrounding neighbourhoods.

Clause 21.07 - Infrastructure and Transportation

The amendment supports this clause by maximising active and public transport usage through the design and infrastructure framework provided by the introduction of a DCP. The DCP will provide certainty with respect to infrastructure contributions commensurate with the anticipated residential population of the redeveloped site.

Sandown Racecourse benefits from direct access to Sandown Park Station, at the southwestern corner of the site. This is supplemented by the Principal Public Transport Network bus services providing north-south connectivity on Springvale Road from the nearby Springvale Activity Centre. Consistent with Council's objectives, Sandown Racecourse proposes to maximise public transport patronage by providing medium to high density residential and mixed-use transit orient development outcomes within walking distance of public transport.

The development proposal prioritises active transport modes and will deliver pedestrian friendly streets and cycle infrastructure linking in with the surrounding network. Delivering a range of open space, cultural and community infrastructure is also embedded in the planning framework.

How does the amendment support or implement the Municipal Planning Strategy?

The Greater Dandenong Planning Scheme does not include a Municipal Planning Strategy at Clause 02.

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

The amendment makes proper use of the VPPs by providing appropriate strategic local policy and planning controls for a key strategic site. The CDZ and CDP will ensure that development of the site is undertaken sustainably, in way that responds to the needs of contemporary and future populations, while stitching in sensitively to the surrounding established neighbourhoods and supporting the growth of the Monash and Dandenong NEICs, and the nearby activity centres of Springvale and Noble Park.

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

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

The proponent has prepared the amendment material in collaboration with Council and state government departments and agencies over 18 months. Throughout the preparation of the amendment, the following agencies have participated in stakeholder engagement sessions:

- Department of Environment, Land, Water and Planning (both Water and Planning division representatives);
- Environment Protection Authority Victoria;
- Melbourne Water;
- South East Water;
- Victorian Planning Authority;
- Department of Transport (VicRoads and Transport for Victoria);
- Department of Education and Training; and
- Heritage Victoria (through the Grandstand VHR registration process).

The views of the above organisations, as facilitated through the extensive 2018 and 2019 workshop process, have informed and shaped the development of the background studies and the PSA.

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

The *Transport Integration Act 2010* establishes a framework for the provision of an integrated and sustainable transport system in Victoria. The amendment will facilitate development that supports a sustainable transport system, by:

- Capitalising on the existing Sandown Park Station through transit-oriented development principles;
- Prioritising active transport modes including cycle infrastructure and pedestrian friendly streets;
- Development of exemplar 20-minute neighbourhoods, enabling residents to meet their daily needs in close proximity to their homes and without having to travel long distances in private vehicles; and
- Limiting the distance required to travel for work and supporting the Monash and Dandenong NEICs by providing housing choice in close proximity to jobs.

Resource and administrative costs

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

The Amendment will facilitate a major urban renewal infill development thereby necessitating greater administrative cost on the Council. Council's planning unit have been involved in the preparation of the planning framework for the Site and support the renewal opportunity. Therefore, the future costs to the Council are known and need to be balanced against the benefits the development and new community will bring to the local economy and Council.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Greater Dandenong website at <https://www.greaterdandenong.vic.gov.au/>

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

- Level 2, 225 Lonsdale Street, Dandenong

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

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

ATTACHMENT 1 - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Greater Dandenong	Land bound by the Princes Highway to the northeast; Corrigan Road to the east; residential properties to the south; the Pakenham-Cranbourne Railway corridor to the southeast; and residential properties and Warner Reserve to the west.	Greater Dandenong C229gdan 001znMap01 Exhibition Greater Dandenong C229gdan 002znMap02 Exhibition Greater Dandenong C229gdan 003eaoMap01 Exhibition Greater Dandenong C229gdan 004eaoMap02 Exhibition Greater Dandenong C229gdan 005dcpoMap01 Exhibition Greater Dandenong C229gdan 006dcpoMap02 Exhibition Greater Dandenong C229gdan 007hoMap01 Exhibition Greater Dandenong C229gdan 008hoMap02 Exhibition

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY AND STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

ATTACHMENT 3

**COMPREHENSIVE DEVELOPMENT ZONE
SCHEDULE 3**

PAGES 15 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

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C-

SCHEDULE 3 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as **CDZ3**.

SANDOWN RACECOURSE COMPREHENSIVE DEVELOPMENT PLAN

Land

The land and precincts referred to in this schedule are shown on Map 1.

The map is an extract from the *Sandown Racecourse Comprehensive Development Plan (DATE)*.

Purpose

To provide for the integrated planning, development and subdivision of the land primarily for residential purposes while encouraging the development of a supplementary mix of community, education, retail and recreational activities.

To facilitate the development of a sustainable and resilient residential community based on 20-minute city principles, which supports the growth of the Monash National Employment and Innovation Cluster and nearby Major Activity Centres.

To support a range of housing types and medium to high density residential development opportunities.

To provide for the orderly planning and development of infrastructure to support the future residential community, such as open space, waterways, community facilities, and new road and path networks and ensuring their integration with the surrounding area.

1.0

Table of uses

-j-/20-
C-

Section 1 - Permit not required

Use	Condition
Accommodation (other than Camping and caravan park, Corrective institution, Host farm)	
Bed and breakfast	No more than 10 persons may be accommodated away from their normal place of residence. At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence.
Domestic animal husbandry (other than Dog breeding)	Must be no more than 2 animals.
Display home centre	
Education centre	Must be in East Precinct and co-located with other community, commercial or education uses.
Food and drink premises (other than Bar, Hotel, and Restaurant)	Must be located in Town Centre Precinct or East Precinct within nominated Primary or Secondary Activity Node.
Function centre	Must be located in Princes Precinct or Town Centre Precinct. If located within Town Centre Precinct, must be within the Primary Activity Node.
Home based business	
Informal outdoor recreation	

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Medical centre	The gross floor area of all buildings must not exceed 250 square metres.
Office (other than Medical centre)	Must be located within Town Centre Precinct and East Precinct within nominated Primary Activity Node or Secondary Activity Node.
Place of worship	The gross floor area of all buildings must not exceed 250 square metres. The site must adjoin, or have access to, a road in a Road Zone. Must not require a permit under Clause 52.06-3.
Racing dog husbandry	Must be no more than 2 animals.
Railway	
Restaurant	Must be located within Town Centre Precinct and East Precinct within nominated Primary Activity Node or Secondary Activity Node.
Restricted retail premises	Must be located within Princes Precinct.
Shop (other than Adult sex product shop; Supermarket, Restricted retail premises)	Must be located within the Princes Precinct, the Primary Activity Node or the Secondary Activity Node. The cumulative leasable floor area within the Secondary Activity Node must not exceed 1,000 square metres. The cumulative leasable floor area within the Primary Activity Node must not exceed 8,000 square metres.
Supermarket	Must be located in the Town Centre Precinct within nominated Primary Activity Node and must not exceed 4,500 square metres.
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01

Section 2 - Permit required

Use	Condition
Industry (other than Materials recycling, Refuse disposal, Rural industry, Transfer station)	Must not be a purpose listed in the table to Clause 53.10.
Warehouse	Must not be a purpose listed in the table to Clause 53.10.

Any other use not in Section 1 or 3

Section 3 - Prohibited

Use

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Adult sex product shop
Animal production
Brothel
Camping and caravan park
Cemetery
Corrective institution
Crematorium
Earth and energy resources industry
Fuel depot
Animal husbandry (other than Animal training, Domestic animal husbandry and Racing dog husbandry)
Materials recycling
Refuse disposal
Rural industry
Saleyard
Stone extraction
Transfer station

2.0

-1-120-
C--

Use of land

Requirements

An application for use of the land must be generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)* and any relevant approved Precinct Plan to the satisfaction of the responsible authority.

Amenity of the Neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any building, works or material.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit or oil.

Application Requirements

The following application requirements apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- The purpose of the use and the type of activities which will be carried out.
- The likely effects, if any, on adjoining land including noise levels, traffic, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.
- The means of maintaining land not required for immediate use.
- If an industry or warehouse use:
 - The type and quantity of goods to be stored, processed or produced.
 - Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
 - Whether a notification under the Occupational Health and Safety Regulations 2017 is required, a licence under the Dangerous Goods Act 1985 is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012 is exceeded.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Exemption from Notice and Review

An application for use of land is exempt from the notice requirements of Section 52(1) (a) (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The *Sandown Racecourse Comprehensive Development Plan* [DATE]
- The interface with adjoining zones, especially the relationship with residential areas.
- The scale and intensity of the use.
- The interim use of those parts of the land not required for the proposed use.
- The effect that existing uses may have on the proposed use.
- Whether the use generally serves local community needs.
- The effect of traffic to be generated on roads.

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Subdivision

Requirements

A permit is required to subdivide land.

The subdivision of land must generally be consistent with the *Sandown Racecourse Comprehensive Development Plan* [DATE] and any relevant approved Precinct Plan, to the satisfaction of the responsible authority.

Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:

- Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 72.04 of the Greater Dandenong Planning Scheme; and,
- The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority.

Where no Precinct Plan has been approved, the responsible authority may grant a permit to subdivide land, provided it is satisfied that the subdivision will not prejudice the preparation of the relevant Precinct Plan.

Subdivision of lots may occur in stages.

Application requirements

The following application requirements apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Precinct Plan

A planning permit must not be granted to subdivide land until a Precinct Plan for the land has been approved by the responsible authority under this Schedule. The Precinct Plan may be prepared in stages, for all or part of the land, to the satisfaction of the responsible authority.

The Precinct Plan must be generally consistent with the *Sandown Racecourse Comprehensive Development Plan* [DATE] to the satisfaction of the responsible authority.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

If a Precinct Plan nominates that the total yield across all precincts will exceed 7,500 dwellings, the applicant must demonstrate that the Precinct Plan has appropriately considered any impact of the additional dwellings on existing and proposed site infrastructure and community facilities, to the satisfaction of the responsible authority.

The Precinct Plan may be amended to the satisfaction of the responsible authority.

A planning permit may be granted to subdivide land prior to the approval of a Precinct Plan where the responsible authority is satisfied that:

- The granting of a permit will support the ongoing operation of the site as a racing and events venue; or
- The granting of a permit is generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)* and will not prejudice the future preparation of any Precinct Plan.

Content of a Precinct Plan

The Precinct Plan must be generally consistent with the boundaries defined within Map 1 of this schedule and must show or include the following, where appropriate:

- A strategic context that briefly summarises all relevant background technical reports prepared for the precinct.
- A response to the Precinct specific vision, objectives and requirements outlined in the *Sandown Racecourse Comprehensive Development Plan (DATE)*.
- A future urban structure plan showing the precinct boundaries, the general subdivisional layout of the Precinct, the sequencing of development, all infrastructure required by the incorporated Development Contributions Plan (DCP), integration of all proposed land uses and the spread of development densities and diversity of uses across the precinct.
- A housing plan that shows where medium and high density housing will be located. The plan will provide a summary setting out the projected housing yield, mix of lot sizes and densities. The housing plan should also note the amount of affordable housing as per the requirements outlined in Section 4.0 of this schedule.
- An employment plan showing the location of retail and commercial uses provided across the precinct, including in designated activity nodes and any other employment areas. For individual activity nodes, a description is to be provided that sets out the type and scale of the node, indicative floor space and role of the node within the precinct and wider site.
- A future built form plan that nominates the indicative height of future development within the precinct. This plan will also demonstrate how new built form sensitively interfaces with existing built form adjacent to the Precinct.
- An open space and natural systems plan showing encumbered and unencumbered public open space areas on a precinct-wide scale and the integration of different open space types. This plan should also identify key biodiversity values within the precinct, and nominate guidelines for the protection, enhancement and management of identified biodiversity assets such as waterways, corridors, landscaping and integration with public open space.
- A community facilities plan setting out the location of community and recreational facilities within the precinct. The plan is to be complemented by a summary detailing what community facilities are to be provided, where they are located and how they will be integrated with other uses, where relevant.
- A transport plan showing the hierarchy of streets, pedestrian and cycle paths, public transport, any freight routes across the precinct and details of connections to the surrounding road network.
- A land budget table for the Precinct, which confirms: the amount of land allocated for the proposed uses detailed in the aforementioned plans; the site dwelling yield, based on the proposed Precinct dwelling yield and an estimate of the number of dwellings yet to be delivered across the remainder of the site; and the estimated resident population for the Precinct.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

- A response to the Mile Creek and Police Road Drain Concept Master Plan, including details of how that section of the corridor will be regenerated and designed to enhance and protect natural features of the precinct, address key interfaces, and connect to surrounding open space networks, where relevant.

The Precinct Plan will be supported by the following background technical reports:

- An Urban Context Report providing an analysis of the site and surrounding land uses and development in the area, including topography, existing features, title boundaries, services, views into and out of the site, built features, landscape features such as significant trees, open space, adjoining roads, bike paths, pedestrian access, public transport routes and dwellings located on the periphery of the precinct where applicable.
- A Precinct Sustainability Management Plan, detailing environmentally sustainable design principles for buildings, landscaping, internal environments, and construction practices, including:
 - Sustainability targets for the Precinct, accounting for the technological, social, environmental and economic conditions relevant at the time.
 - Description of how performance targets will be monitored and reported to key stakeholders, including the responsible authority.
 - Identify key objectives and strategies to be incorporated within the Precinct planning stage pertaining to integrated transport, water efficiency and re-use, community facilities; open space, energy, climate change and waste.
 - Climate change risk and vulnerability assessment.
- A Precinct Integrated Transport Plan that promotes walking, cycling and public transport. It should also identify proposed roads, pedestrian, cyclist and vehicle access locations, and:
 - Detail how the objectives of the *Sandown Integrated Transport Plan (DATE)* have been addressed.
 - Provide an assessment of the impact of traffic generated by the precinct upon the surrounding road network
 - Address internal road design requirements
 - Provide predicted traffic volumes
 - Provide an assessment of potential traffic mitigation works and traffic management measures that may be required within and external to the site, including the staging of the measures and external works.
 - Detail proposed connections to the surrounding road network, where relevant
 - Detail internal and external intersections, performance and treatments.
 - Detail the location and linkages to public transport
 - Provide an assessment of car parking demand
 - Provide an assessment of public transport services in the locality, existing stops and any additional stops or infrastructure prepared in consultation with the relevant Victorian public transport authority.
 - Detail cycling and pedestrian infrastructure.
- A Precinct Stormwater and Integrated Water Management Plan, which includes (where relevant):
 - An assessment of how the objectives of the *Sandown Integrated Water Management Strategy (DATE)* have been addressed.
 - Details of proposed urban water management, including water supply, wastewater, flood resilience, urban waterway health, and management of public spaces.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

- Details of potable water use, wastewater and stormwater capture, reuse and discharge processes in accordance with best practice water sensitive urban design principles.
- Specific approaches to capture, treat and reuse stormwater across the Precinct.
- An assessment of how the development of the Precinct will align with the general drainage concept outlined in the *Sandown Racecourse Drainage Strategy* (DATE).
- Design detail to ensure flooding on and off site and downstream is managed and there is no deterioration in water quality in the area surrounding the land as a result of development.
- Regional needs (identified in consultation with South East Water (or other relevant catchment authority), and opportunities for partnering in the delivery of solutions to address those needs.
- A Precinct Infrastructure Plan, which provides detail on:
 - The reserving or encumbrance of land for infrastructure, including for public open space and community facilities.
 - Any infrastructure works which an applicant proposes to provide in lieu of development contributions generally consistent with the *Sandown Development Contributions Plan* (DATE).
 - The capacity of infrastructure in the area and the timing of its provision.
 - The effects of the provision of infrastructure on the land or any other land.
 - Road works internal or external to the land consistent with any relevant traffic report or assessment.
- A Precinct Interpretation Plan, to be developed by a heritage practitioner and to be generally consistent with the *Sandown Racecourse Interpretation Strategy, Lovell Chen*, (DATE) and the *Sandown Racecourse Conservation Management Plan, Lovell Chen, September 2017*. The plan must provide:
 - Concepts for site interpretation, including specific themes and stories; identify location for interpretation, in consultation with key stakeholders.
 - A timeline for delivery of interpretation with reference to timeline for completion of precinct development.
- A Precinct Landscape Master Plan, which details:
 - Existing landscape features of the precinct and immediate surrounding area, such as significant trees, and identifying those proposed to be retained.
 - The network of open space within the precinct and how it interfaces with other precincts. Include identification of encumbered and unencumbered open space components.
 - Key landscape design principles to be applied in considering species selection throughout road reserves, along the site's key internal and external interfaces and within proposed communal open spaces and car parking areas.

Approval of a Precinct Plan

Prior to the approval of any Precinct Plan under this Schedule, the responsible authority must:

- Give public notice of the plan submitted for approval and provide at least 14 days for receipt of submissions.
- Publicly display the plan and / or guidelines at the offices of the Greater Dandenong City Council for at least 14 days.

Prior to deciding on whether to approve a Precinct Plan under this Schedule, the responsible authority must consider:

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

- The purpose of this Schedule.
- The Planning Policy Framework, the Municipal Strategic Statement and local planning policies.
- Whether the proposal is generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)*, *Sandown Racecourse Development Contributions Plan (DATE)*, *Sandown Racecourse Conservation Management Plan (DATE)*.
- The comments of any authority required to be consulted.
- Any submissions received following public notification.
- The purpose of any Overlay applying to the land or any Zone or Overlay applying to land immediately adjacent to the land.
- Any issues specifically required to be considered in the case of a particular plan.

Affordable Housing

As part of the Precinct Plan approval, the owner of the land must enter into an agreement under section 173 of the Planning and Environment Act 1987 that obligates the owner of the Precinct to provide for affordable housing by either of the following:

- Transfer of land within the approved Precinct Plan to provide a number of dwellings equal to 5% of the total dwellings within the Precinct Plan, rounded to the nearest whole number, or any lesser number of dwellings as agreed between the owner and responsible authority. The land should be provided at nil consideration to a registered housing association or associations registered under the Housing Act 1983. The land should be transferred when 60% of the dwellings within the Precinct Plan have been completed; or
- The provision of affordable housing by any agreed alternative method consistent with the value of the above provision.
 - Where an alternative method is agreed, and the land owner has met all of its obligations under that method, that any obligation of the land owner to provide for affordable housing has been fully discharged.

This requirement does not apply if an affordable housing agreement is registered on the land resulting from a subdivision permit pursuant to Clause 37.02 (Schedule 3), Section 4.0.

Mile Creek and Police Road Drain Concept Master Plan

Prior to an application for the subdivision of land being made, or the approval of a Precinct Plan, or other such time as agreed between the owner of the land and the responsible authority, a Mile Creek and Police Road Drain Concept Master Plan is to be prepared by a suitably qualified firm, that is to provide:

- Further hydraulic modelling, to satisfy the master plan and integrated water objectives and to demonstrate that there will be no increase in peak flows or detrimental loss of flood storage as a result of the Sandown development, if required.
- Details of the regeneration strategy for Mile Creek, and its proposed soft and hard landscape setting. The Master Plan must incorporate functional and aesthetic requirements for enhanced biodiversity, public open space, and stormwater treatment.
- Details of the required flow capacity to ensure stormwater and flood flows are managed effectively.
- Details of the redesign and / or relocation of the existing sedimentation basin, where relevant.
- Provision of a delivery plan, which identifies the potential for staging of the works and that considers the timeframe for the works (whether working in sections from upstream to downstream or completed as a single stage).

Mile Creek and Police Road Drain Concept Master Plan Agreement

Prior to the approval of a Precinct Plan for all or part of the land, or other such time as agreed between the owner of the land and the responsible authority, an agreement under Section 173

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

must be entered into between the owner of the land and the Responsible authority. The agreement must provide for:

- The delivery of the Mile Creek revitalisation process and outcomes as envisaged in the *Mile Creek and Police Road Drain Concept Master Plan*.
- The provision of access roads, landscaping and the construction of the stormwater management system.
- Identification of which entity is to be responsible for the ongoing maintenance and management of the watercourses, lakes and wetlands created as part of the development.

Standard of open space on transfer to municipal council

All public open space which is to be provided to the Greater Dandenong City Council must be finished to a standard that satisfies the reasonable requirements of the Greater Dandenong City Council prior to the provision of the public open space, including:

- Landscaping and / or improvements generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)*.
- Clearing of rubbish, environmental weeds and rocks.
- Removal or all existing, disused structures, foundations, pipelines and stockpiles.
- Provision of water tapping, potable, and where available recycled water connection point.
- Sewer, gas and electricity connection points to land.
- A certificate of environmental audit for the land in accordance with Part IXD of the *Environment Protection Act 1970*; or a statement of environmental audit for the land, to the satisfaction of the responsible authority, in accordance with Part IXD of the *Environment Protection Act 1970*.

Works to be provided in association with development

Development must provide and meet the total cost of delivering the following infrastructure, unless provided for in the *Sandown Racecourse Development Contributions Plan (DATE)*:

- Connector streets and local streets.
- Local bus stop infrastructure where locations are agreed in writing by Transport for Victoria.
- Landscaping.
- Intersection works and traffic management measures along arterial roads, connector streets and local streets.
- Local shared, pedestrian and bicycle paths along local roads, connector streets, local streets, waterways and local parks.
- Bicycle parking.
- Appropriately scaled lighting along all roads, major shared and pedestrian paths and traversing the open space network.

Exemption from Notice and Review

An application for the subdivision of land is exempt from the notice requirements of Section 52(1) (a) (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

- Whether the application is generally consistent with the approved *Sandown Racecourse Comprehensive Development Plan (DATE)*, the purposes specified in this schedule, and any Precinct Plan and Incorporated Documents that have been approved for the Precinct or site.
- The effect of the subdivision on the redevelopment of the precinct in the long-term.
- The pattern of subdivision and its effect on the spacing of buildings.
- The effect the subdivision will have on the potential of the area to accommodate the uses which will maintain or enhance its competitive strengths.
- The location and function of public reserves, road reserves and other public spaces.
- How any proposed public roads integrate with the surrounding road network.

4.0 Buildings and works

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Requirements

A permit is required to construct a building or construct or carry out works.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

An application for residential development must meet the requirements of Clause 54 and Clause 55. This does not apply to a development of five or more storeys, excluding a basement. An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

A permit is not required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend one dwelling on a lot greater than 300 square metres.
- Construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code, incorporated into the Greater Dandenong Planning Scheme.
- Make structural changes to a dwelling provided the size of the dwelling is not increased or the number of dwellings is not increased.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

Or the following where located in a nominated commercial / office area or retail area within the relevant approved Precinct Plan:

- Alter an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.
 - At least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- Install an automatic teller machine.
- Construct an awning that projects over a road if it is authorised by the relevant public land manager.

Application requirements

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- Plans drawn to scale and dimensioned which show:
 - Site shape, size, dimensions and orientation
 - Adjoining roads

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

- The location, height and purpose of buildings and works on adjoining land
 - Relevant ground levels
 - The siting, form and use of existing and proposed buildings
 - A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area
 - All external storage and waste treatment areas
 - Areas not required for immediate use
 - Setbacks to property boundaries
 - Shadow diagrams
 - Elevation drawings to scale showing the colour and materials of all buildings and works.
 - Construction details of all drainage works, driveways, vehicle parking and loading areas
- For a residential development of four storeys or less, the neighbourhood and site description and design response as required in Clause 54 and Clause 55.
 - An application to construct or extend an apartment development, or to construct or extend a dwelling in or forming part of an apartment development, must be accompanied by an urban context report and design response as required in Clause 58.01.
 - An apartment development must meet the requirements of Clause 58. For an application for subdivision, a site and context description and design response pursuant to the requirements of the Urban Design Guidelines for Victoria.

If in the opinion of the responsible authority an application requirement is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement.

Precinct Plan

A planning permit should not be granted to construct a building or construct or carry out works until a Precinct Plan for the land has been approved by the responsible authority under this Schedule. The Precinct Plan may be prepared in stages, for all or part of the land, to the satisfaction of the responsible authority.

The Precinct Plan must be generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)* to the satisfaction of the responsible authority.

A planning permit may be granted to construct a building or to construct or carry out works prior to the approval of a Precinct Plan where the responsible authority is satisfied that:

- The granting of a permit will support the ongoing operation of the site as a racing and events venue; or
- The granting of a permit is generally consistent with the *Sandown Racecourse Comprehensive Development Plan (DATE)* and will not prejudice the future preparation of any Precinct Plan.

Refer to Section 3.0 of this schedule for Precinct Plan content and approval requirements.

Aboriginal Cultural Heritage Sensitivity

The land is partially within a mapped area of Cultural Heritage Sensitivity. Before the granting of a permit for buildings and works within one of these mapped areas, a Cultural Heritage Management Plan must be submitted to the responsible authority, unless demonstrated to the responsible authority that there has been significant ground disturbance under the meaning of that term in the *Cultural Heritage Regulations 2018*, or updated legislation, as applicable at that point in time.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Affordable Housing

As part of the Precinct Plan approval, the owner of the land must enter into an agreement under section 173 of the Planning and Environment Act 1987 that obligates the owner of the Precinct to provide for affordable housing by either of the following:

- Transfer of land within the approved Precinct Plan to provide a number of dwellings equal to 5% of the total dwellings within the Precinct Plan, rounded to the nearest whole number, or any lesser number of dwellings as agreed between the owner and responsible authority. The land should be provided at nil consideration to a registered housing association or associations registered under the Housing Act 1983. The land should be transferred when 60% of the dwellings within the Precinct Plan have been completed; or
- The provision of affordable housing by any agreed alternative method consistent with the value of the above provision.
 - Where an alternative method is agreed, and the land owner has met all of its obligations under that method, that any obligation of the land owner to provide for affordable housing has been fully discharged.

This requirement does not apply if an affordable housing agreement is registered on the land resulting from a subdivision permit pursuant to Clause 37.02 (Schedule 3), Section 3.0.

Refer to Section 3.0 of this schedule for section 173 requirements.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The Municipal Planning Strategy and the Planning Policy Framework.
- Whether the application is generally consistent with the approved *Sandown Racecourse Comprehensive Development Plan (DATE)*, the purposes specified in this schedule, and any Precinct Plan and Incorporated Documents that have been approved for the Precinct or site.
 - The design, height, setback and appearance of the proposed buildings and works.
 - The provision of car and bicycle parking and associated accessways.
 - Any proposed loading and refuse collection facilities.
 - The safety, amenity and efficiency of traffic to be generated by the proposal.

For dwellings and residential buildings

- For the construction of one dwelling on a lot, whether the development is an under-utilisation of the lot.
- For the construction and extension of one dwelling on a lot, the objectives, standards and decision guidelines of Clause 54.
- For the construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55. This does not apply to an apartment development of five or more storeys, excluding a basement.
- For the construction and extension of an apartment development of five or more storeys, excluding a basement, the objectives, standards and decision guidelines of Clause 58.
- For subdivision of land for residential development, a site and context description and design response as required in Clause 56.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Non-residential use and development

- Whether the use or development is compatible with surrounding land uses.
- Whether the use generally serves local community needs.
- The scale and intensity of the use and development.
- The proposed landscaping.

5.0

Signs

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Sign requirements are at Clause 52.05. All land within Town Centre Precinct and Princes Precinct nominated for commercial / mixed use as shown in the *Sandown Racecourse Comprehensive Development Plan (DATE)* and relevant approved Precinct Plan is in Category 1. All other land is in Category 3.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

GREATER DANDENONG PLANNING SCHEME

Map 1 to Schedule 3 to Clause 37.02



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY & STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

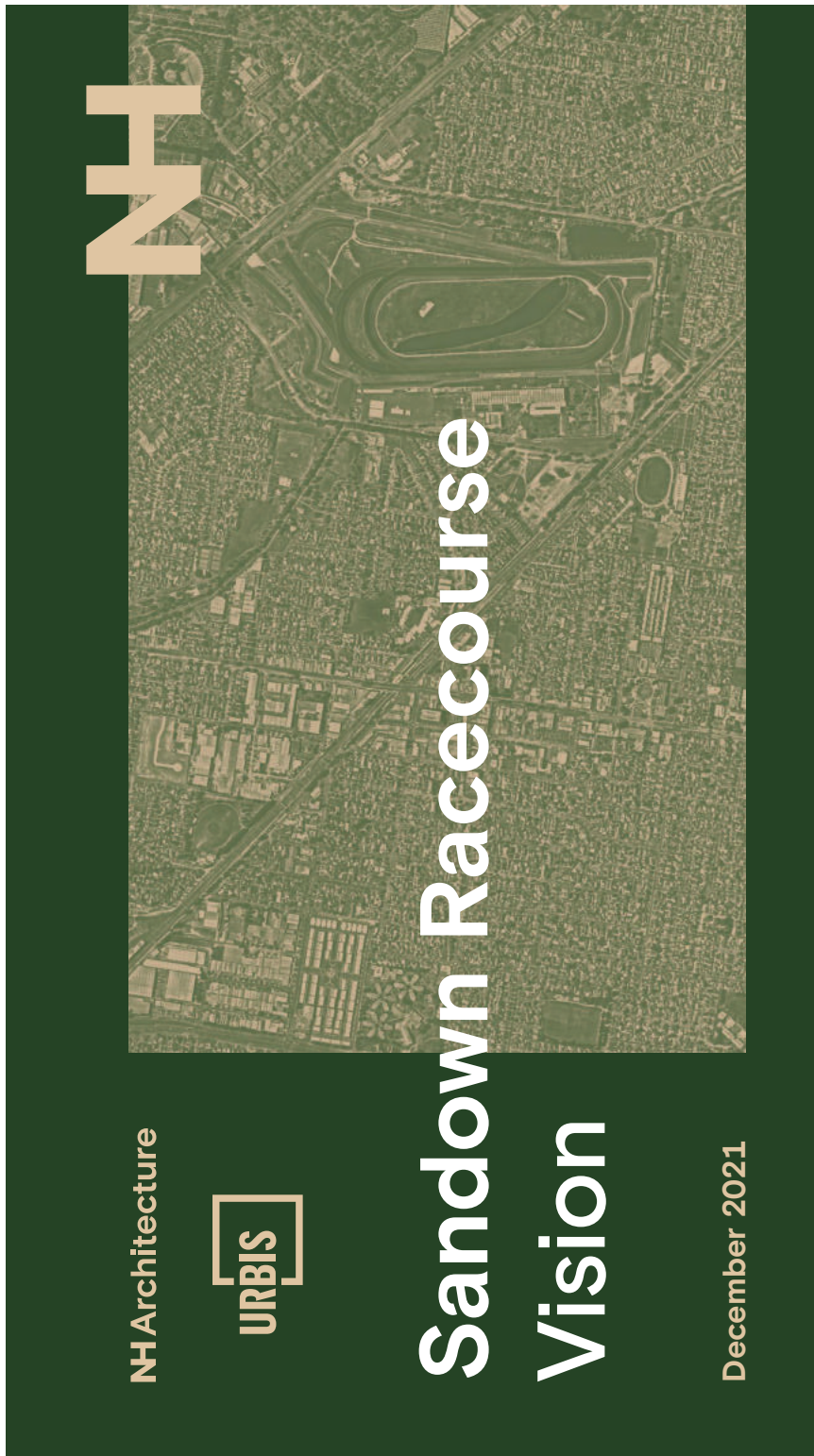
ATTACHMENT 4

SANDOWN RACECOURSE VISION (2021)

PAGES 8 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

NH Architecture respectfully acknowledges the Traditional Owners of the Country on which our studio and our projects reside, and we pay our respects to First Peoples across Victoria and Australia.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Introduction

Amendment C229 for the rezoning of land known as Sandown Racecourse facilitates urban renewal of the Site in accordance with the *Sandown Racecourse Comprehensive Development Plan* (Urbis, December 2020).

The Comprehensive Development Plan includes Objectives, Requirements and Guidelines providing parameters for the redevelopment of the Site, including land use; built-form outcomes; building heights and density; interface treatments; treatment of heritage elements; staging; Environmental Sustainable Design; and public infrastructure outcomes.

To support the Comprehensive Development Plan, Amendment C229 also contains a range of supporting documents including the *Sandown Racecourse Design Guide* (NH Architecture, August 2020) which provides the vision and clear design direction for the redevelopment of the Site, whilst allowing flexibility due to the long-term nature of the project and the need to be able to adapt to meet future challenges as the area evolves.

This document has been prepared to illustrate how the project could develop based on the parameters provided within the aforementioned documents. These artist impressions are informed by the vision, parameters and design guidance contained in the Comprehensive Development Plan and Design Guide.



NH Architecture
URBIS

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

View 1

East Precinct

This artist impression provides an elevated view into the Site from the east. The artist impression illustrates a section of the upgraded Corrigan Road frontage with:

- Built-form that responds to the scale of the existing residential area,
- Continuation of the tree-lined feel of Corrigan Road, and
- Predominant low to medium density development with higher built-form to the core of the Site.

Although just an example of how the project could develop, the artist impression responds to the built form guidance as contained in Table 2 of the *Comprehensive Development Plan*.

Importantly, the *Comprehensive Development Plan* requires the retention of existing significant trees along Corrigan Road to maintain the landscaped edge to the perimeter of the Site. The setback of this edge and density of trees will vary along the frontage with this artist impression focusing on the 'look and feel' of the built form into the Site.



NH Architecture



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

View 2

Local Access Street

This artist impression demonstrates how a typical 'Local Access Street' could develop.

While this is not a specific site location, the artist impression illustrates the 'look and feel' of Local Access Streets and the type of development envisaged in this new street network, spread throughout the project area.

This cross-section of a typical Local Access Street shows low to medium density housing and a two-lane carriageway, with provision for on-street parking.

The Comprehensive Development Plan includes clear design parameters based on the *Integrated Transport Plan* (Cardno, August 2020), part of Amendment C229. The Project's road network has been designed to efficiently distribute traffic throughout the Site via Main and Secondary Boulevards that link the supporting local street network to all key internal destinations and external connections.



NH Architecture



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

View 3

Interface to Warner Reserve

This artist impression illustrates a view of the interface at Warner Reserve, north of Mile Creek, looking into the Site.

Responding to Requirements within the *Comprehensive Development Plan*, the artist impression illustrates how the Sandown development will integrate with and enhance Warner Reserve.

The development will provide an extension of public open space and continuation of built-form fronting the Reserve, ensuring an active frontage with passive surveillance that will improve safety and utilisation of Warner Reserve.

As part of the redevelopment, Mile Creek will be transformed into a more natural waterway and linear reserve, providing a valuable community asset with high-quality active transport connection to existing surrounding communities.

The revitalisation of Mile Creek is one of the key features of the Sandown proposal, providing a number of positive recreation, ecological and drainage outcomes.



NH Architecture



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY & STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

ATTACHMENT 5

**SANDOWN RACECOURSE DESIGN GUIDE
(2020)**

PAGES 91 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

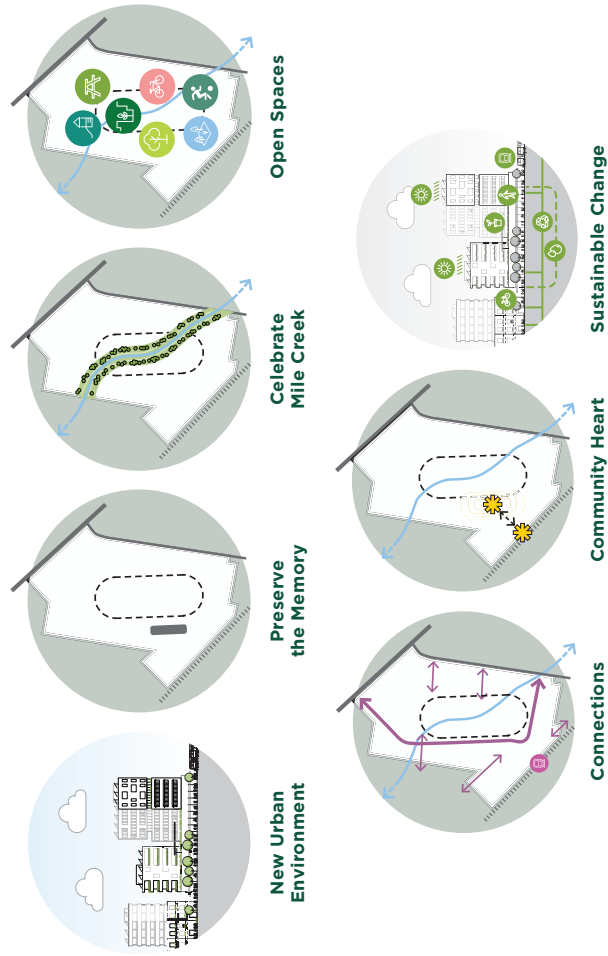


4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

Sandown Racecourse will become a major new urban renewal precinct with a master-planned design that focuses on liveability. A true 20min neighbourhood, it will provide diversity of housing, recreation opportunities, services and transport modes that support the future community and integrate with surrounding neighbourhoods



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01	Introduction	06			
02	Urban Context Analysis	08			
	2.0 Context Overview	09			
	2.1 Mile Creek	10			
	2.2 The Site	11			
	2.3 Existing Interfaces	12			
	2.3.1 North Interface	12			
	2.3.2 West Interface	13			
	2.3.3 East Interface	14			
	2.3.4 South Interface	15			
	2.4 Existing Landscape	16			
03	Key Design Principles	18			
	3.1 Key Design Principles	20			
	3.2 The Framework Plan	22			
	3.2.1 Overview	22			
	3.2.2 Key Components	24			
04	Site Wide Design Strategies	26			
	4.0 Site Wide Design Strategies Overview	27			
	4.1 Echo of the Racetrack	28			
	4.2 Open Spaces	30			
	4.2.1 Major Open Space Nodes	32			
	4.2.2 Neighbourhood Passive Parks	34			
	4.2.3 Plazas	36			
	4.2.4 Recreation Loop	38			
	4.3 Access and Connectivity	40			
	4.3.1 Main Boulevard	42			
	4.3.2 Secondary Boulevard	42			
	4.3.3 Connector Road	44			
	4.3.4 Local Streets	45			
	4.3.5 Key Links	46			
	4.3.6 Mile Creek Corridor	46			
	4.3.7 Integration of Water Sensitive Urban Design	47			
	4.4 Integrated Social and Community Infrastructure	48			
	4.5 Landscape Strategy	50			
05	Mile Creek Design	58			
	5.1 'Naturalisation'	60			
	5.2 Interface With Creek and the Zone of Influence	62			
06	Precinct Design	64			
	6.0 Precinct Design Overview	65			
	6.1 Princes Precinct	66			
	6.1.1 Built Form	68			
	6.1.2 Princes Highway Interface	69			
	6.1.3 Established Areas Interfaces	70			
	6.2 Town Centre Precinct	72			
	6.2.1 Station - Grandstand Link	74			
	6.2.2 Built Form	75			
	6.2.3 Station Area Interface	76			
	6.2.4 Established Areas Interface	77			
	6.3 East Precinct	78			
	6.3.1 Built Form	80			
	6.3.2 Corrigan Road Interface	81			
	6.3.3 Established Areas Interface	82			
	6.4 West Precinct	84			
	6.4.1 Built Form	86			
	6.4.2 Open Space Interface	87			
	6.4.3 Established Areas Interface	88			

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Figure 1.6
Artist's Impression

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

1.0 INTRODUCTION

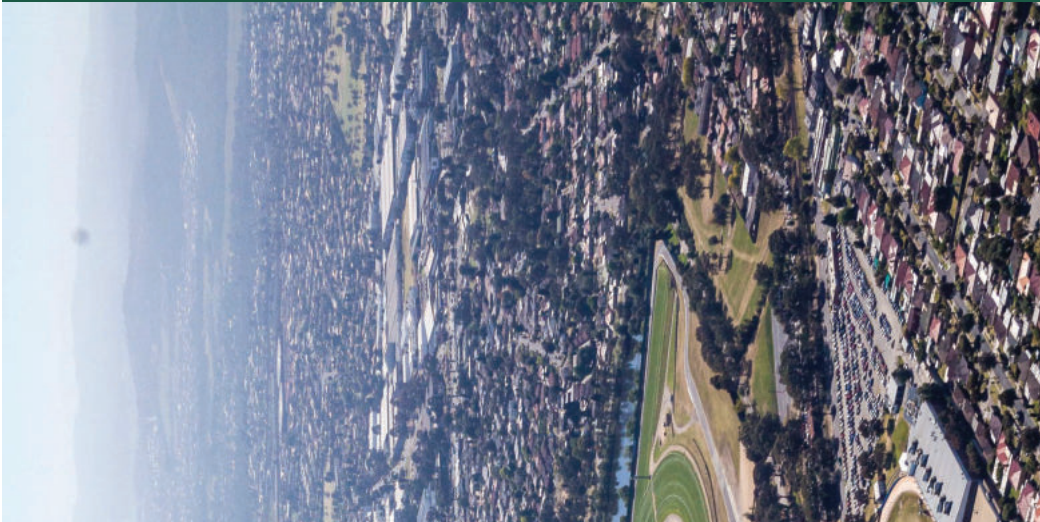
This Design Guide illustrates how the vision for Sandown as a new vibrant urban neighbourhood can be realised. It places emphasis on creating a distinct character for the new community through preserving the memory of its racing history and providing a high quality public realm centred around Mile Creek.

A development of this scale is a long term proposition and the future will see major changes for Melbourne as its population continues to grow and evolve. Planning for Sandown Racecourse needs to be able to respond to these changes. This document aims to provide a clear design direction whilst allowing for flexibility for Sandown to meet future challenges as the area and greater Melbourne evolves.

The document is structured around 6 chapters -

- Chapter 2.0 'Urban Context Analysis' outlines critical aspects of the site's immediate surrounding which impact Sandown and give context.
- Chapter 3.0 'Key Design Principles' sets key design principles that further expand on the high level vision for the site.
- Chapter 4.0 'Site Wide Strategies' addresses strategies and guidelines that affect the site in its entirety.
- Chapter 5.0 'Mile Creek Design' is entirely devoted to the design and evolution of Mile Creek, given its importance to the public realm of the future development.
- Chapter 6.0 'Precinct Design' addresses key considerations specific to the various precincts that make up Sandown to inform future Precinct Plan preparation.

This document focuses on high level urban design considerations specific for the context of Sandown and critical in realising the Vision for Sandown. Further detailed design guidelines will be formulated in the Precinct Plan stage. This Design Guide should be read in conjunction with other relevant State policy documents, including the Urban Design Guidelines for Victoria (2017), Apartment Design Guidelines for Victoria (2017) and ResCode.



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

2.0 CONTEXT OVERVIEW

Sandown is the largest urban renewal site in Melbourne's south east. Its close proximity to established Activity Centres, transport infrastructure, and public open space, further reinforce the site's regional importance.

- The site is within 15 minutes walk of the established Springvale and Noble Park Activity Centres which offer a broad range of services and amenity.
- The site has major frontages to Corrigan Road, Princes Highway and the Dandenong-Pakenham railway line including Sandown Park Station, providing high levels of connectivity to regional employment centres and the CBD.
- The broader neighbourhood has benefitted from level crossing removal projects which have improved the public realm, car and active transport networks as well as open space. Planned rail capacity and frequency upgrades will further improve the public transport offer.
- Two significant public reserves are within close proximity, with Warner Reserve adjoining the site to the west and Ross Reserve located south - east of the site. To the north of the site the Springvale Botanical Cemetery is a major green space that is also open to the public.

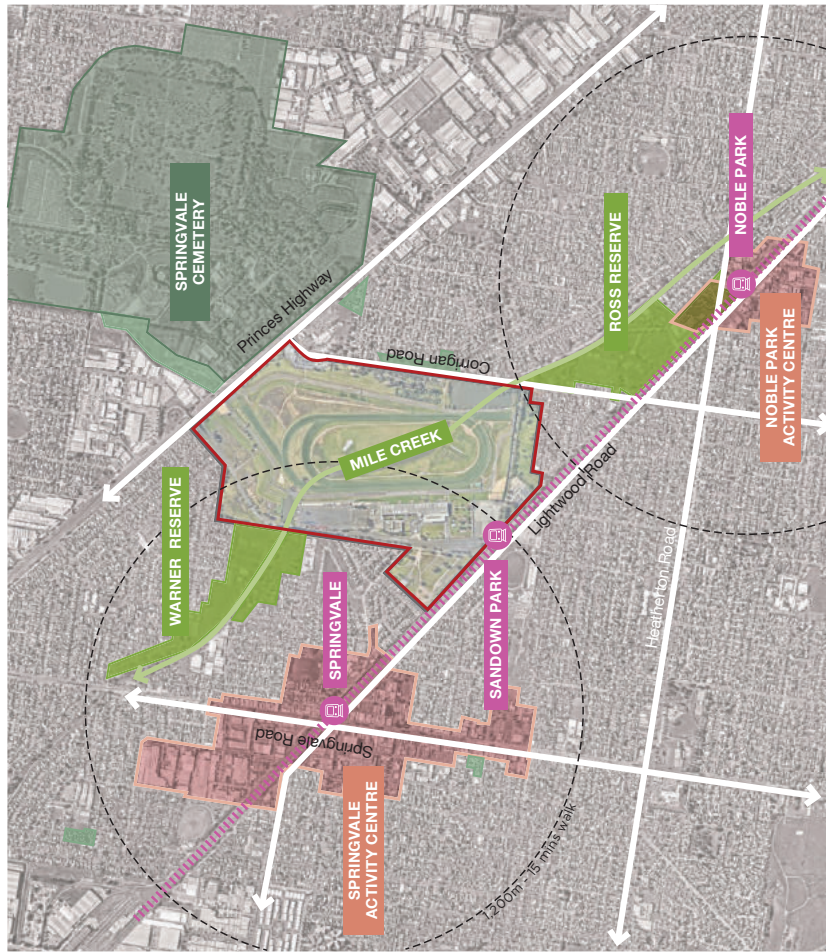


Figure 2.0.1
 Site Area Overview

Sandown Racecourse Design Guide 9

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

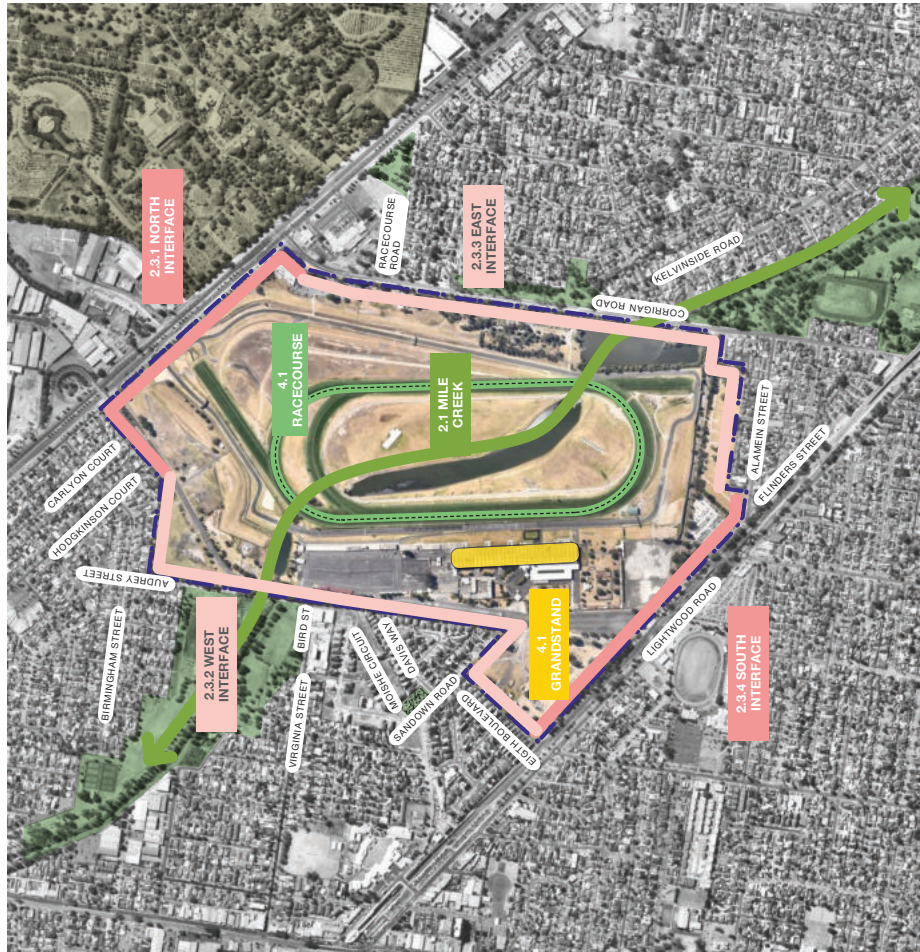
2.1 MILE CREEK

Mile Creek is a distinct feature of Sandown. It enters from the north via Warner Reserve, passes through three water bodies within the site before flowing onwards through Ross Reserve to Dandenong Creek. It presents an opportunity to serve as a major landscape, recreation and active transport asset to the community.

- Mile Creek has a large catchment and forms an open waterway upstream in Springvale. After passing through the site, it traverses Noble Park and Dandenong where it joins the Dandenong Creek and ultimately Patterson River and Port Phillip Bay.
- Currently, the portion of Mile Creek traversing the site consists of three water bodies connected by a series of culverts. This system serves to convey and capture stormwater for racecourse irrigation purposes.
- Mile Creek and associated water bodies currently do not serve any recreational function.

Figure 2.1.1
Aerial photo of Sandown with Mile Creek water bodies 2016

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Sandown Racecourse Design Guide 11

01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

2.2 THE SITE

The existing site measures 112 hectares and is broadly bound by Princes Highway, Corrigan Road and the Cranbourne - Pakenham railway line. The scale of the site offers a unique development opportunity.

A number of significant site elements inform the future Sandown Vision:

- The Grandstand building has been identified as a valuable example of 1960's architecture.
- The racetracks form part of the historic memory of the site.
- Sandown Park Train Station on the Cranbourne - Pakenham railway line.
- The natural water occurrence of Mile Creek (described in Section 2.1 Mile Creek).
- The four interfaces to the existing community (North Interface, East Interface, South Interface and West Interface) which are described in detail in Section 2.3 Interfaces.

Figure 2.2.1
Site Interfaces

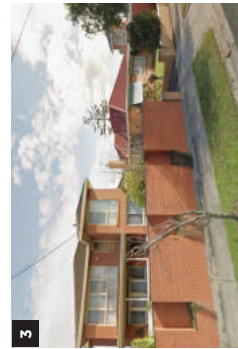
4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Princes Highway view towards existing overpass



Commercial / industrial building across Princes Highway



Typical 1-2 storey houses - Carlyon Court



01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

2.3 EXISTING INTERFACES

2.3.1 NORTH INTERFACE

The site borders Princes Highway to the north, separating it from the Springvale Botanical Cemetery and large format commercial and warehouse buildings.

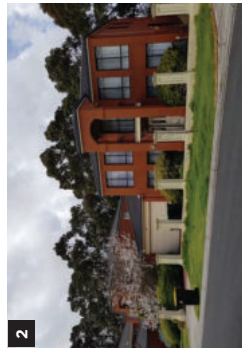
- The 60 meter wide Princes Highway road reserve forms the northern boundary of the site. It separated the site from the Springvale Botanical Cemetery to the north-east and large format commercial, retail and warehouse buildings to the north.
- The main access point to the site is from Princes highway via an existing vehicle overpass. The overpass offers impressive views over the site and creates an arrival experience for those arriving by vehicle.
- To the north west are low density houses (1-2 storeys) facing Carlyon Court and Hodgkinson Court. These houses have minimal setbacks to the site boundary and are separated by the overpass as it enters the site. This area is experiencing change as 1960's single storey houses are being re-developed into 2 storey houses and town houses.

Figure 2.3.1
 Site Aerial With North Interface Highlighted

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Warner Reserve interface. Also visible is a light industrial building facing Bird Street



Typical two storey building on Davis Way. Large canopy trees form the interface with Sandown



Typical two storey residential facing Eighth Boulevard



Sandown Racecourse Design Guide 13

01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

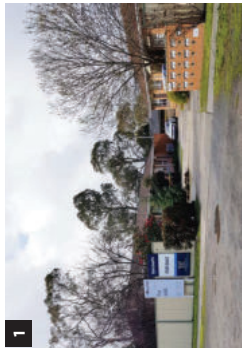
2.3 EXISTING INTERFACES
 2.3.2 WEST INTERFACE

The site interfaces with predominantly detached dwellings to the west. To the north, it interfaces with Warner Reserve.

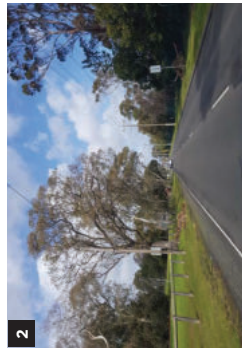
- Older single storey and newer double storey dwellings about the majority of the site's western interface, with predominantly residential backyards adjoining the site boundary. The setback of these properties varies between 4-5m from rear boundaries. The area south of Bird Street is characterised by more modern developments consisting of 2 storey houses.
- Bird Street, Audrey Street and Sandown Road all terminate at the site's western boundary. The development presents an opportunity to open up these east-west links.
- In the northern part of the interface, the site adjoins Warner Reserve. Currently, there are no accessible links between the site and the reserve.
- There is a small cluster of light industrial/commercial buildings fronting Bird Street.

Figure 2.3.2 Site Aerial With West Interface Highlighted

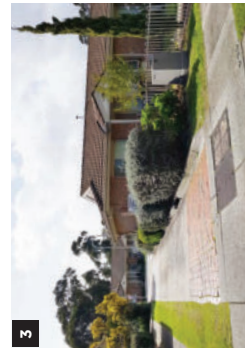
4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



1 One-storey residential north of William Robert Lees Park



2 Corrigan Road, Leon Trembath Reserve (William Robert Lees Park) on the left



3 Typical low residential houses facing Alamein Street



Figure 2.3.3.3 Site Aerial With East Interface Highlighted

2.3 EXISTING INTERFACES
 2.3.3 EAST INTERFACE

To the east, the majority of the site fronts Corrigan Road, separating it from Leon Trembath Reserve (William Robert Lees Park) and low density detached housing.

- The majority of this interface is to Corrigan Road with residential homes and Leon Trembath Reserve (William Robert Lees Park) opposite.
- Corrigan Road is a single carriageway within a 27.5m reserve running parallel to the site's eastern most boundary. Mature trees line the eastern interface of the site, forming a buffer to Corrigan Road.
- Leon Trembath Reserve (William Robert Lees Park) is a large 40 meter wide park consisting of mature trees and a generous landscape buffer to residential properties.
- At the south of this interface, the site abuts the rear of residential properties. Alamein Street is characterised by varied housing types include detached, villa units, and two-storey apartment building.
- The Sandown Park Hotel is located at the intersection of Corrigan Road and Princes Highway.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



1 Tree lined interface to the railway



2 Sandown Park Train Station



3 Caulfield - Dandenong bicycle link parallel to Lightwood Road

15 Sandown Racecourse Design Guide



Figure 2.3.4 Site Aerial With South Interface Highlighted

01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

2.3 EXISTING INTERFACES
 2.3.4 SOUTH INTERFACE

The Cranbourne - Pakenham train line and Sandown Park Station are located along the site's southern border, providing direct transport access, but also forming a physical barrier to the surrounding neighbourhood beyond.

- The Cranbourne - Pakenham Railway Line runs along the site's south-western boundary. Mature trees are located within the rail reserve on both sides of the track, creating a buffer between the rail line, the site and Lightwood Road.
- Sandown Park Station is located near the intersection of Allister Road and Flinders Street. An underpass connects the site to Lightwood Road which runs along the site's southern border.
- The Caulfield - Dandenong shared path runs parallel to Lightwood Road on its northern side.
- South of Lightwood Road are Sandown Park Greyhound Racing Club and residential properties.
- Dwellings on the south-western side of Lightwood Road are a mixture of detached dwellings and single storey dual occupancy or villa-style developments.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

2.4 EXISTING LANDSCAPE

- The existing site's surrounding landscape consists of diverse suburban fabric and includes large residential areas, with industrial land, the Springvale Botanical Cemetery, Sandown Park train station and Sandown Park Greyhound Racing Club.
- The existing residential areas are serviced by 16 passive reserves and 4 sports reserves.
- Topography is slightly undulating at its edges, with a flat central track and evidence of an earth berm for viewing of the racecourse.
- The majority of the adjacent existing road pattern is a grid form, reflective of the 1950-60's era development. The landscape character of the existing residential edges is pronounced, with significant canopy vegetation within the private realm due to the larger size of allotments.

Vegetation within the site itself consist of these discernible types:

1. The central track area, which is characterised by open turf and a lack of ground or canopy vegetation;
2. The Western Boundary along Racecourse Drive which is a regular and linear avenue marking the edge of the site;
3. An informal arrangement of native trees (including *Eucalyptus camaldulensis*) in and around the site of Sandown Station;
4. The informal planting of mixed native trees in open turf along Corrigan Road;
5. The highly altered section of Mile Creek that runs through the centre of course with grassed edges;
6. An array of carparks and hardstand areas that support racecourse functions.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 URBAN CONTEXT ANALYSIS | 03 | 04 | 05 | 06

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Sandown Racecourse Design Guide 17

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Artists Impression

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

3.1 KEY DESIGN PRINCIPLES

Sandown Racecourse will become a major new urban hub that is home to a thriving residential community.

The design will focus on liveability, providing homes that suit a diverse range of people, recreation opportunities, services and transport modes that support the future community. It will integrate with surrounding neighbourhoods and unlock key links through to the established centres of Springvale and Noble Park.

The key design principles that support this Vision include:

- New Urban Environment
- Preserve The Memory
- Celebrate Mile Creek
- Open Spaces
- Connections
- Community Heart
- Sustainable Change

1 NEW URBAN ENVIRONMENT

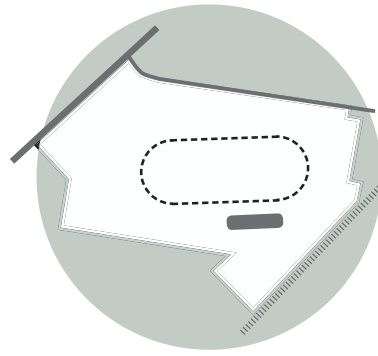
Create a vibrant urban neighbourhood by providing density, a variety of homes and complementary mix of uses.



- Offer new urban neighbourhoods which capitalise on proximity to transport and amenities.
- Create space for a variety of activities and vibrant street life supported by a high quality network of open spaces.
- Provide a range of homes to cater to different household types and sizes.
- Manage interfaces with the existing community respecting existing character.
- Create a great place to live.

2 PRESERVE THE MEMORY

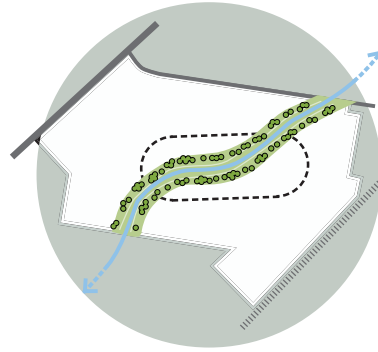
Celebrate the unique heritage of Sandown to create a distinct local character.



- Create a distinct local character and a sense of identity linked to the historic use of the site.
- Adapt and repurpose the grandstand for future needs and breathe the new life into this important landmark.
- Preserve the memory of the race tracks within the movement network design.

3 CELEBRATE MILE CREEK

Restore and celebrate Mile Creek as the site's defining green corridor



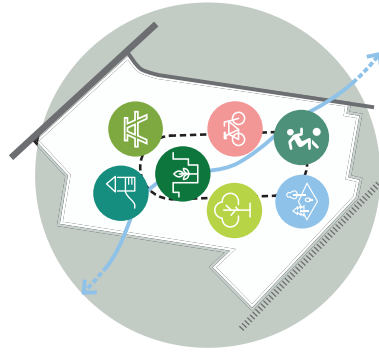
- Re-design Mile Creek to reinstate its natural function and create a biodiversity corridor.
- Establish a walking and cycling link between Warner Reserve and Ross Reserve.
- Make the waterway a focus for active and passive recreation.
- Use water as a feature
- Apply integrated water management approaches to benefit the broader open space network and the catchment.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

4 OPEN SPACES

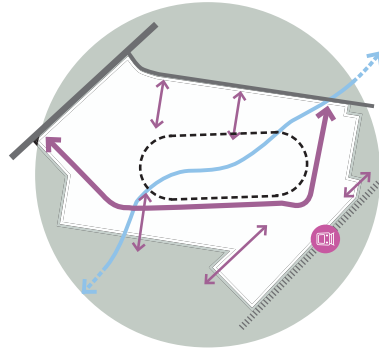
Provide a network of open spaces of different scale and character which cater for a variety of activities to support the community.



- Provide accessible spaces that meet the needs of people of different ages and abilities in a safe and inclusive environment.
- Ensure the movement network complements the open space network by incorporating landscaping, amenity and facilitating active recreation activities such as walking and cycling.
- Locate community and education facilities in close proximity to open space.
- Ensure open spaces are efficiently designed to allow for future flexibility and adaptability.

5 CONNECTIONS

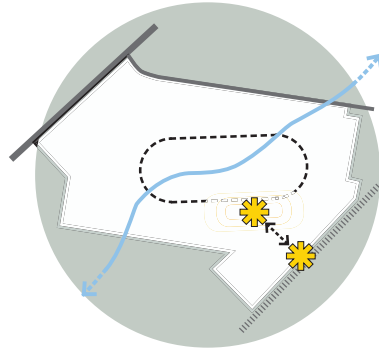
Connect the community and prioritise sustainable modes of transport.



- Promote walking and cycling by providing high pedestrian amenity and a permeable urban structure linking nodes of activity and open space.
- Maximise access to existing and future public transport.
- Create a legible hierarchy of local streets and grand boulevards.
- Unlock east-west links through the site to the existing communities, train station and activity centres.

6 COMMUNITY HEART

Create a mixed-use and vibrant urban village as the focal point for the community.



- Provide a mixed use, dense civic heart with a highly activated and permeable ground floor to promote vibrant street life.
- Incorporate the transformed iconic grandstand building and Sandown Park train station as key focal points of the community heart.
- Leverage the immediate proximity of Sandown Park Station.
- Allow for the centre to evolve over time, catering to the varying needs of Sandown's growing community.

7 SUSTAINABLE CHANGE

Deliver environmentally, socially and economically sustainable outcomes in all aspects of the new urban form.



- Prioritise sustainable modes of transport.
- Integrate sustainable and resilient strategies, including waste and water management and landscaping to mitigate heat island effect and promote energy efficiency.
- Provide inclusive and accessible community and social infrastructure co-located with open space.
- Provide diverse housing with supporting amenity to promote a 20min neighbourhood.
- Provide for renewable energy infrastructure

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

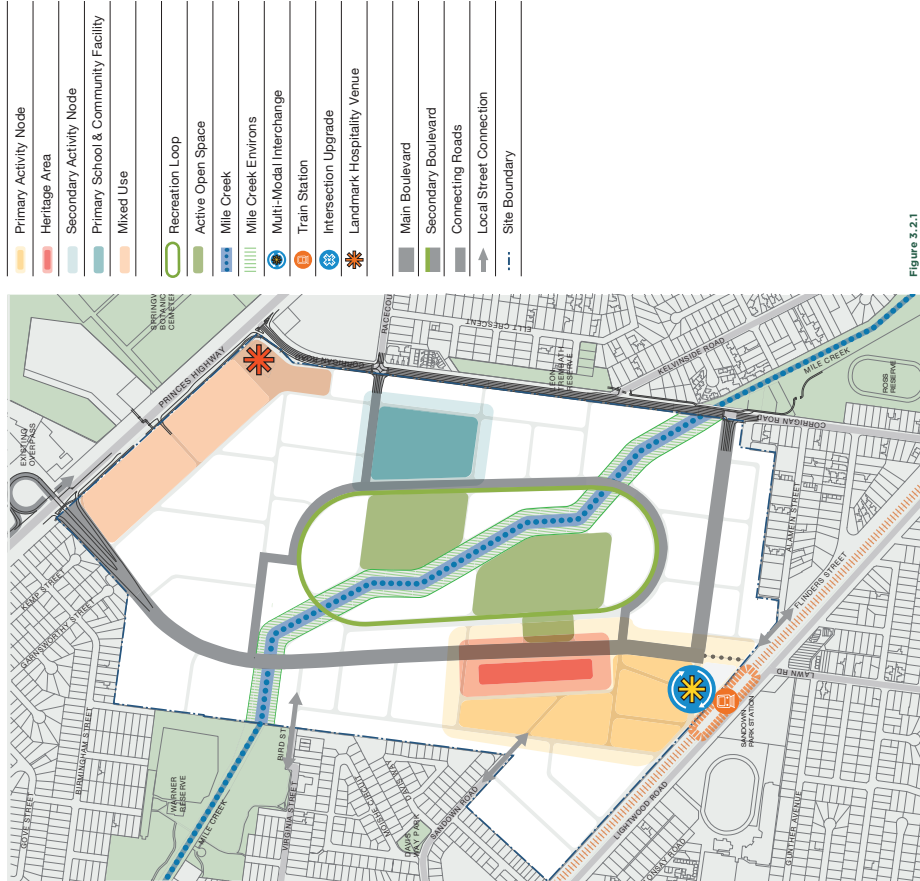


Figure 3.2.1
 Framework Plan

3.2 THE FRAMEWORK PLAN
 3.2.1 OVERVIEW

The Framework Plan was developed to guide future development and ensure it achieves the aspirational vision for Sandown.

The positioning of key elements reinterprets the existing relationships in the site in an urban setting and leverages Sandown's key features - Mile Creek, the Racetracks and Grandstand to create a unique sense of identity.

It provides an efficient layout that will serve as an armature around which development can evolve over time.

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

22 Sandown Racecourse Design Guide

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

3.2 THE FRAMEWORK PLAN

3.2.1 OVERVIEW

The Framework Plan contains several primary elements that underpin the design which repeat and are expanded upon throughout the following chapters.

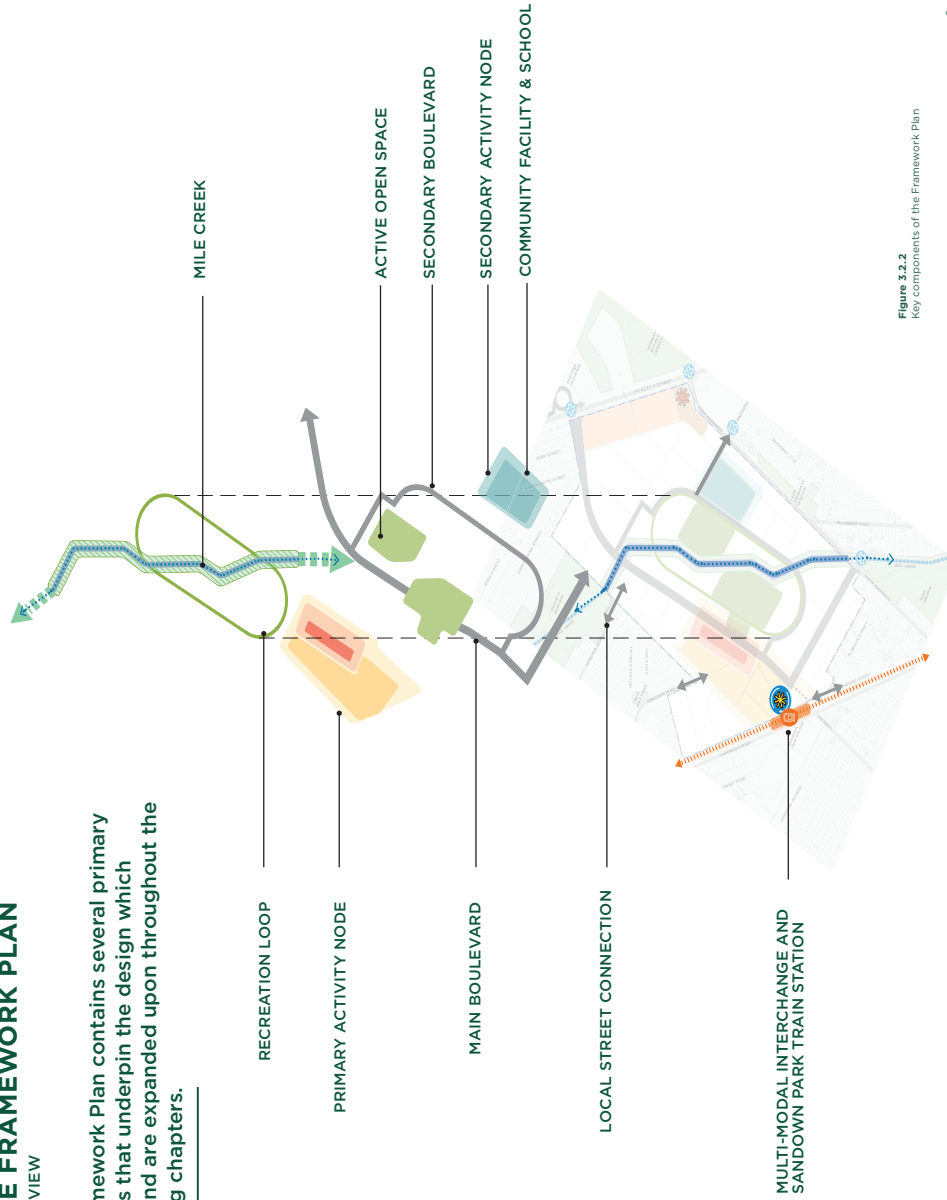


Figure 3.2.2
Key components of the Framework Plan

Sandown Racecourse Design Guide 23

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

3.2 THE FRAMEWORK PLAN
 3.2.2 KEY COMPONENTS

MILE CREEK

The natural function of Mile Creek will be restored and it will be transformed into a defining feature of Sandown's character. It will become a landscape asset for the community which can support opportunities for recreation activities along its edges, bio-diversity and open active movement links to the wider area.

PRIMARY ACTIVITY NODE

The Primary Activity Node will be the main hub of commercial, civic and social life for the community. It will facilitate investment and intensity of uses in one area, allowing for a truly activated and vibrant community heart.

Location considerations:

- As an iconic building, an adapted Grandstand will be the anchor of the Primary Activity Node.
- The Grandstand, the centre of the Primary Activity Node, is within 5 mins walk from Sandown Park Train Station and within 10-15 mins walk from the majority of the site - making this area easily accessible for pedestrians and cyclists.

MULTI-MODAL INTERCHANGE AND SANDOWN PARK TRAIN STATION

A Multi-Modal interchange will include bicycle facilities, end of trip facilities and weather protected bus stops in a pedestrian friendly environment. Its purpose is to support and encourage a shift away from private vehicles to sustainable modes of transport.

Location considerations:

- A Multi-Modal Interchange will be located in direct access to the train station, facilitating easy and direct transition between transport modes and encouraging their use as an alternative to private vehicles.
- This area forms part of the Primary Activity Node, allowing for easy access to this key destination.

RECREATION LOOP

The Recreation Loop is an echo of the original horse racetrack reinterpreted in an urban context as an active recreation path. It will become a unique open space where residents can walk, jog and cycle. Together with Mile Creek, it forms a key organising element for the Framework Plan.

Location Considerations:

- The Recreation Loop will reinterpret the original horse racetrack and its original layout.
- It will contain the Major Open Spaces to reflect the relationship between the racetracks and existing central green and maximise amenity.

MAJOR OPEN SPACE NODES

The Major Open Space Nodes will form the primary open spaces in Sandown. They are a memory of the central track green, thus preserving the relationship between a large central space contained within the racetracks and overlooked by the Grandstand with Mile Creek flowing and linking them. Including large scale open spaces in a central location will allow for an open space of sufficient size to accommodate sporting facilities and associated amenities within walking distance of most residents.

Location Considerations:

- The separation into a north and south Major Open Space Nodes will allow for a balanced provision of large open space to complement the Primary and Secondary Activity Nodes and improve accessibility.
- These spaces will largely be contained within the Recreation Loop to retain the relationship between the racetracks and existing central green. This location also serves to centrally locate them in the site, allowing for improved accessibility to all residents.
- These must form a link between the Active and Secondary Activity Nodes and Mile Creek to support active modes of transport between them.

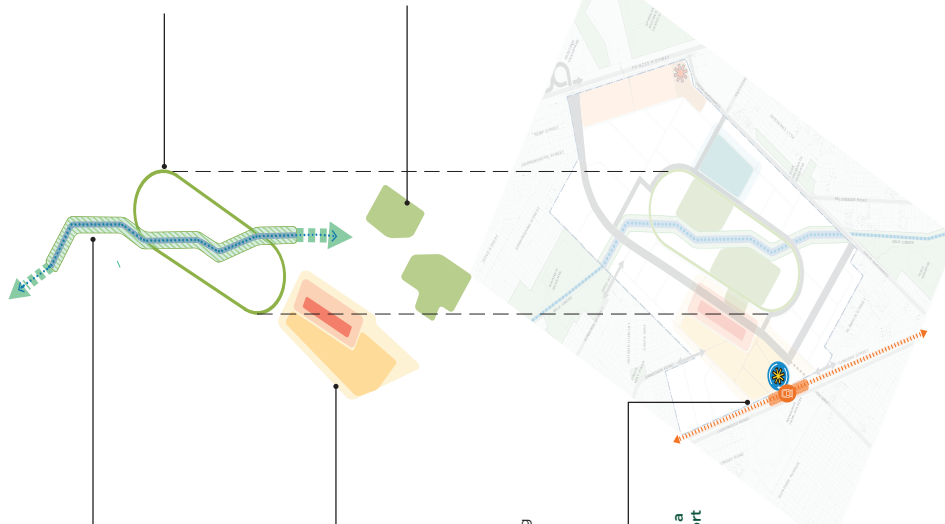


Figure 3.2.2
 Key components of the Framework Plan

24 Sandown Racecourse Design Guide

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 KEY DESIGN PRINCIPLES | 04 | 05 | 06

3.2 THE FRAMEWORK PLAN

3.2.2 KEY COMPONENTS

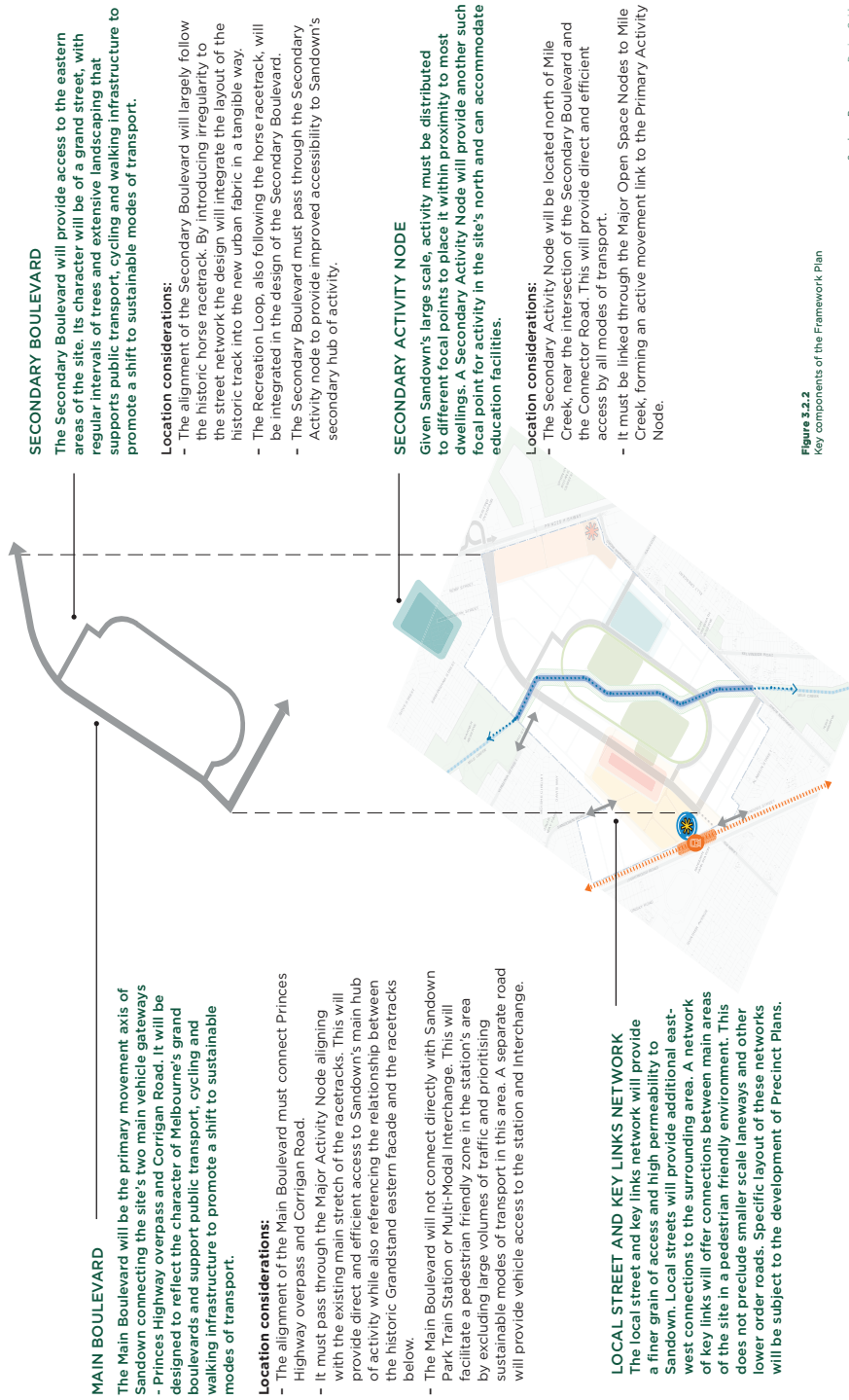


Figure 3.2.2
 Key components of the Framework Plan

Sandown Racecourse Design Guide 25

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.0 SITE WIDE DESIGN STRATEGIES

The following chapters demonstrate how the Framework Plan can be implemented to ensure future development achieves the Design Principles and Vision for Sandown. The Site Wide Design Strategies outlined in this chapter address those aspects that relate to the whole of site and need to be considered holistically.



4.1 ECHO OF THE RACETRACK

Identifying key heritage elements within Sandown to be incorporated in future design.



4.2 OPEN SPACES

Providing definition and guidelines for the various components of open space, which include:

- Major Open Space Nodes
- Plazas
- Neighbourhood Passive Parks
- Recreation Loop



4.3 ACCESS & CONNECTIVITY

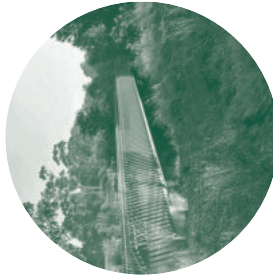
Defining key components of the movement network, which include:

- Main Boulevard
- Secondary Boulevard
- Connector Roads
- Local Streets
- Key Links
- Mile Creek Corridor
- Integration of WSUD



4.4 INTEGRATED SOCIAL & COMMUNITY INFRASTRUCTURE

Providing guidelines for the location of community and education facilities as part of the Primary and Secondary Activity Nodes.



4.5 LANDSCAPE STRATEGY

Providing a stratagem for the various landscape components which encompass the site, which include:

- Connected Parklands
- Canopy and Cover
- Integrated Water Design
- Lighting for Extended Uses
- Landform for Elevation

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.1 ECHO OF THE RACETRACK

Sandown Racecourse has been the focus of public life for the racing communities of Melbourne since its inception in the 19th Century. It occupies a place in the collective memory of Melbournians and the Sandown Vision celebrates this.

- The interpretation of Sandown's history will form an integral part of the future design. Key features have been identified and addressed in this document. These include:
- The Grandstand will be the focus of the Primary Activity Node. The building will be retained and adapted to serve as the primary civic heart of the community while respecting its iconic built form.
 - Sandown's Main Boulevard is aligned to reference the main stretch of the racing tracks and their relationship with the Grandstand. It will frame significant views to the Grandstand for residents and visitors.
 - The horse racing track will be reinterpreted as the Recreation Loop forming part of the site's active movement and open space network. It will provide the community with a high quality path for cycling, jogging and walking similar to other examples around Melbourne such as 'The Tan' around the Botanical Gardens.

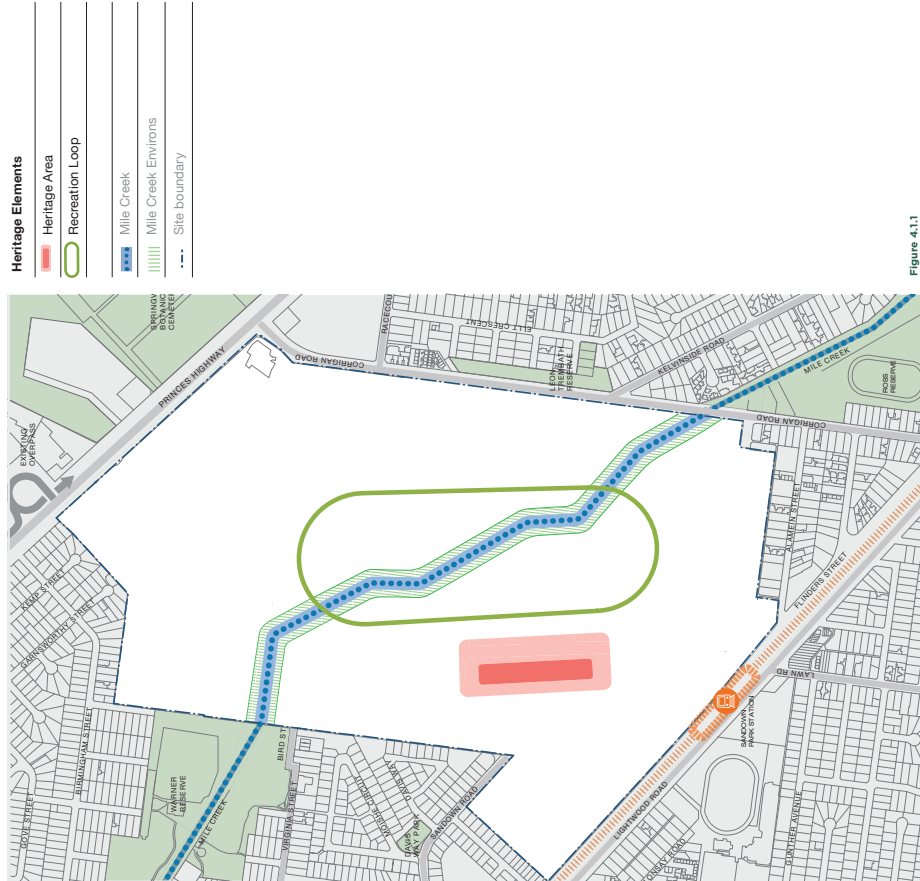
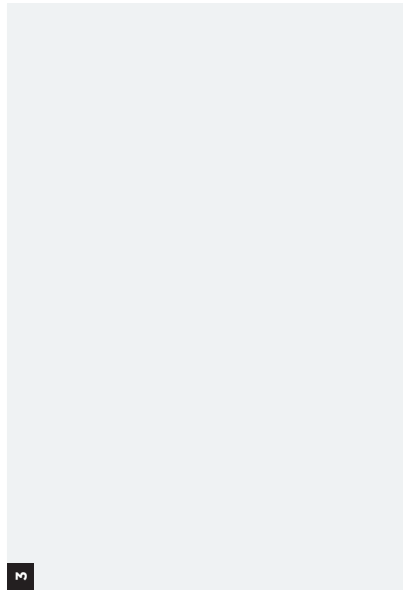


Figure 4.1.1 Framework Development Plan

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.1 ECHO OF THE RACETRACK



Reference Images - History of Sandown Racecourse

- 1. Sandown Racecourse, 2016
- 2. Race day at Sandown Racecourse, undated
- 3. Race day at Sandown Racecourse, undated
- 4. Race day at Sandown Racecourse, undated

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

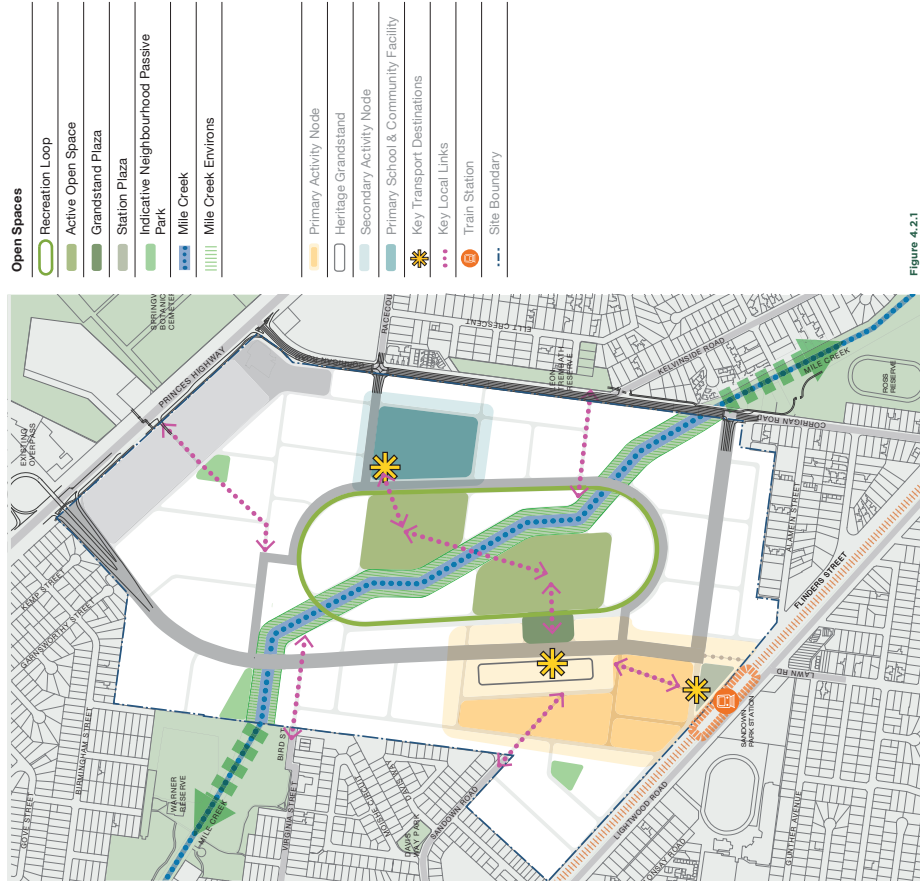


Figure 4.2.1
 Open Space Framework Plan

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACES

The landscape structure for the redevelopment of Sandown provides an armature for growth, formed around a clear network of open spaces.

The redeveloped Sandown Racecourse will provide an array of high quality open space, primarily based around a naturalised Mile Creek, which bisects the site from the north west to the south east.

The following sections will outline guidelines for the key components of the open space network to ensure its success. These include:

- Major Open Space Nodes (includes District Park);
- Grandstand Plaza and Station Plaza
- Neighbourhood Passive Parks;
- Recreation Loop
- Key Local Links

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACES

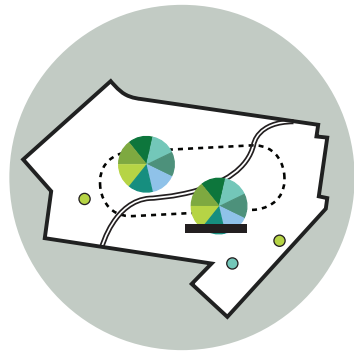
The proposed open space network was informed by the following principles:



A DIVERSITY OF OPEN SPACES

The public realm network in Sandown is comprised of a variety of spaces and elements within the development:

- Formal public open spaces such as parks, reserves and urban plazas of different scales.
- The movement network is an integral part of the public realm network. Much of the informal recreation activity takes place on its footpaths and nature strips. As such, it must provide adequate space, landscaping and amenity. A high quality movement network will encourage active modes of transport, such as walking and cycling and reduce private vehicle trips.
- Mile Creek surrounds will accommodate recreational activity such as bicycle and pedestrian paths.



A PRIMARY OPEN SPACE COMPLEMENTED BY SECONDARY OPEN SPACES

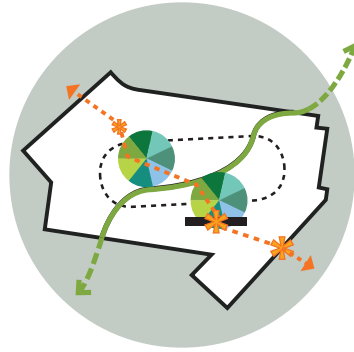
Creating a clear hierarchy of formal open spaces that serve different purposes:

- Main Open Space Nodes - intended as space of sufficient scale to accommodate a wide variety of recreational activities, including sport and associated amenities.
- Neighbourhood Passive Parks - provide a secondary layer of local amenity for residents. Their location will depend on the design of the urban structure as part of subsequent Precinct Plans.
- Urban plazas - serve to emphasise key elements of Sandown - the Grandstand and Station.



CO-LOCATION OF COMMUNITY HEART

The main Open Space Nodes should be co-located with the Primary and Secondary Activity Nodes in order to maximise amenity and leverage access to the transport network.



CREATING LINKS

The key to a vibrant, pedestrian friendly neighbourhood is the connectivity of its different components. The movement and open space networks complement each other to link the various open spaces and activity nodes to encourage walking, cycling and to make the open space network accessible to all residents. The naturalized Mile Creek will link Sandown to the nearby Warner Reserve and Ross Reserve. This will reinforce Mile Creek not only as an active transport link, but also as a bio-diversity corridor for local wildlife.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.2 OPEN SPACES

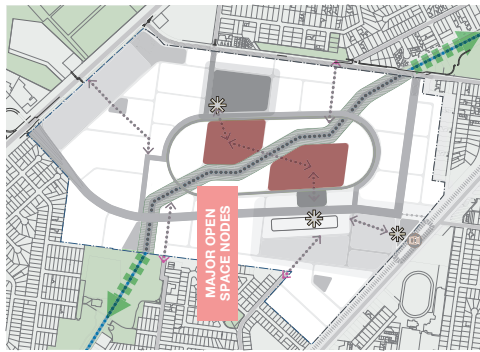


Figure 4.2.2
 Key Plan highlighting Major Open Space Nodes

4.2.1 MAJOR OPEN SPACE NODES

The central green space of Sandown Racecourse has been the focus of public life for the horse racing communities of Melbourne since its inception in the 19th Century. Future landscape design should acknowledge this by retaining the scale of the central track as an organising device for the new neighbourhoods. The retention of portions of the central landscape as Major Open Space Nodes provides a spatial context for the retention of the grandstand structure itself - the relationship between the building and open space is continued.

A relationship between the central track landscape and the central green must be retained and reinterpreted in the location of the Major Open Space Nodes and the Recreation Loop which contains them.

The Major Open Space Nodes must be located adjacent to the Primary and Secondary Activity Nodes and provide an opportunity for community activity and maximising amenity. These locations, at the centre of the site, maximise their benefit and accessibility to the whole community.

Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.

The Major Open Space Nodes should create a sequence of urban and naturalised spaces through the site, from the train station through the Activity Nodes and Mile Creek.

At least one of the nominated Major Open Space Nodes should conform to the requirements of a District Park.

The District Park is the largest scale open space in Sandown and should provide a focal point for social, passive and active recreational use for the community

The District Park must be at least 4-5 hectares and offer a range of recreational activities such as an AFL oval, cricket ground or soccer field, however it should also accommodate a variety of smaller activities and spaces, including a selection of the following:

- Pavilion or club house.
- Public facilities may include:
 - Seating, picnic and BBQ Facilities in a shaded area.
 - Public toilets
 - Access to power and water
 - Opportunities for outdoor dining/ cafes to activate park
 - Bicycle parking
 - Fixed children's play equipment
 - Appropriate car parking

Its design should consider the integration of best practice WSUD and other ESD initiatives.

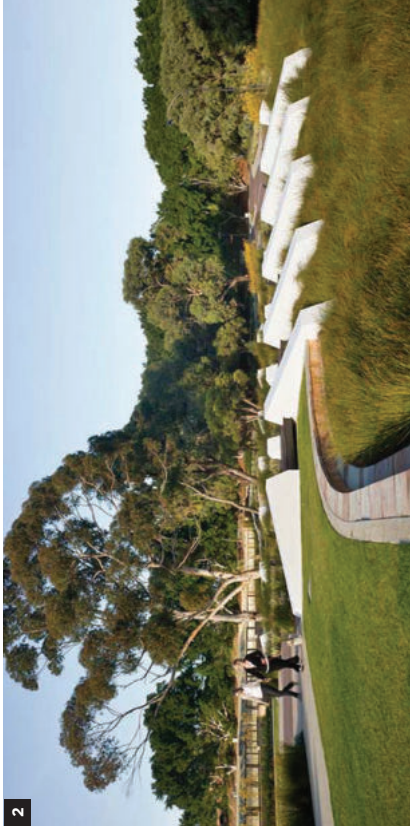
Built form interface

- Adjacent development should orient habitable rooms towards the park to provide passive surveillance and leverage views to the park.
- When a road separates built form from the park, a maximum setback of 2m is required for built form.
- When development directly adjoins the park, fencing should allow for visual connections from habitable room windows onto the park to allow for passive surveillance.
- Activity and seating from adjacent active ground floor uses, such as cafes, are encouraged to spill over to the park.
- For large developments, ground and podium level car parks on elevations facing the open space must be sleeved with active uses. This will include residential building lobbies and habitable rooms. Car park and service entries to be oriented away from park frontage.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACES



Reference images - large scale parks
1 - Lakeway Redevelopment by HASSELL
2 - Keast Park by JCB
3 - The Ponds by Clouston Associates
4 - Sporting facilities

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACE

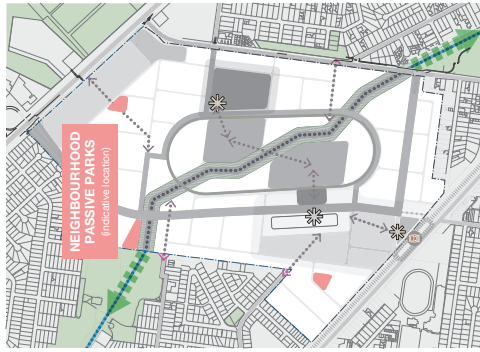


Figure 4.2.3
 Key Plan highlighting indicative locations
 of Neighbourhood Passive Parks

4.2.2 NEIGHBOURHOOD PASSIVE PARKS

Neighbourhood Passive Parks provide a local level of open space and amenity for the community. They have a different character to the larger District Park, providing space for smaller neighbourhood gatherings and informal recreation for nearby residents.

They should be located at breaks or interruptions in the local street grid. These spaces should be distributed across the site to ensure 95% of dwellings are within 400m of open space. Their location should encourage connections, exchange and meetings across thresholds and between different groups of people, and will be further informed through the development of the Precinct Plans.

Neighbourhood Passive Parks will be 0.5-10 hectares in size. They must include:

- Seating located in optimum position for solar access
- Picnic and BBQ facilities
- Fixed children's play equipment
- Provision for unstructured activity / informal ball sports
- Planting to provide shade and visual impact
- Trees to reinforce the sense of containment
- Protection from cold winds via landscape elements.

- A mix of hard and soft landscaping
 Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.

Its design should consider the integration of best practice WSUD and other ESD initiatives.

Built form interface

- Where possible, adjacent development should orient habitable rooms towards the park to provide passive surveillance and leverage views of the park.
- When a road separates built form and the park, a maximum setback of 2m is required for built form.
- When development directly adjoins the park, fencing should allow for passive surveillance from habitable room windows onto the park.
- For large developments, ground and podium level car parks on elevations facing the open space must be sleeved with active uses. This includes residential building lobbies and habitable rooms. Car park and service entries are to be located away from park frontages.
- Surrounding development must allow for direct sunlight for at least 50% of the park area for a minimum of 5 hours between 9am-3pm on the spring equinox.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACE



Reference Images - Urban Plazas
1 - Heller Street Apartments by Six Degrees Architects
2 - Bowden Park by Aspect Studio
3 - Woodlea Park by MDG Landscape Architecture
4 - Enclave by MDG Landscape Architecture

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.2 OPEN SPACE

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

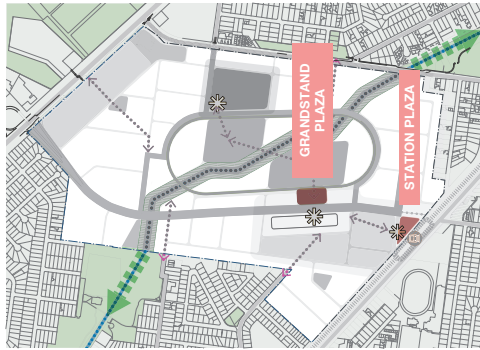


Figure 4.3.4
 Key Plan highlighting the Grandstand
 and Station Plazas

4.2.3 PLAZAS

Plazas are urban open spaces that act to mark significant moments in an urban fabric, such as civic buildings, institutions and important gateways. They provide a highly activated space for gathering, socialising and small scale street performances and events.

These are smaller in scale than the District Park and feature a mix of landscape and hardscape, highly activated edges of surrounding buildings and access to major public transport.

- As a minimum, design should allow for two plazas - the Station Plaza and Grandstand Plaza.
- Plaza size will be approximately 0.1 to 0.2 hectares
- Predominantly hard scape with planting and landscape elements
- Feature high quality street furniture and amenities which include seating, bicycle parking and weather protection elements

Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.

Plaza design should consider the integration of best practice WSUD and other ESD initiatives.

Built form interface

- Encourage active uses on the ground floor of surrounding buildings including retail and food and beverage options.
- Encourage opportunities for seating and outdoor dining from cafes as part of the Plaza
- 0m setback for first two levels of adjacent buildings.
- Orientation of habitable room windows from adjacent buildings at higher levels to face the plaza to provide passive surveillance.
- Surrounding development must allow for direct sunlight for at least 50% of the plaza area for a minimum of 5 hours between 9am-3pm at the Equinox.
- For large developments, ground and podium level car parks on elevations facing the plaza must be sleeved with active uses. This includes residential building lobbies and habitable rooms. Car park and service entries are to be located away from plaza facing frontages.
- Canopies from adjacent buildings will provide weather protection to the Plaza.

4.2.2.1 STATION PLAZA

The Station Plaza marks a primary gateway to Sandown for those arriving via train and the Dandenong - Caulfield bicycle trail. It provides an opportunity for intensity of activities which benefit from high volumes of pedestrian traffic near the station. These can include a mix of retail and food and beverage offers on its edges and landscape design and street furniture that support and encourage gathering and socializing.

It also forms the beginning of the Station-Grandstand link, which is the primary urban axis of activity, leading from Sandown Park Train Station, the Multi-Modal Interchange and the Primary Activity Node.

The Plaza must have clear and accessible connection to adjacent public transport facilities - Sandown Park Train Station and the Multi-Modal Interchange. It must frame views towards the Station-Grandstand Link.

4.2.2.2 GRANDSTAND PLAZA

The Grandstand Plaza is a civic plaza which marks the arrival to the Primary Activity Node and frames significant views to the iconic eastern frontage of the Grandstand. It offers an urban open space that can accommodate activity from the Primary Activity Node such as al fresco dining for nearby businesses, social gatherings and street performances.

It marks the transition from the dense urban environment of the Primary Activity Node to the more naturalised environment of the Major Open Space Node and Mile Creek Corridor.

The Grandstand Plaza will have clear and accessible connection to adjacent public transport stops and Primary Activity Node.

Traffic slowing elements and pedestrian crossing points are to be incorporated between the Grandstand and Plaza in order to facilitate a pedestrian friendly environment near this hub of activity.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACE



Reference Images - Urban Plazas
1 - Bowden Park by Aspect Studio
2 - Windsor Plaza by Aspect Studio
3 - Piazza Mazzini
4 - Lincoln Square New York

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.2 OPEN SPACE

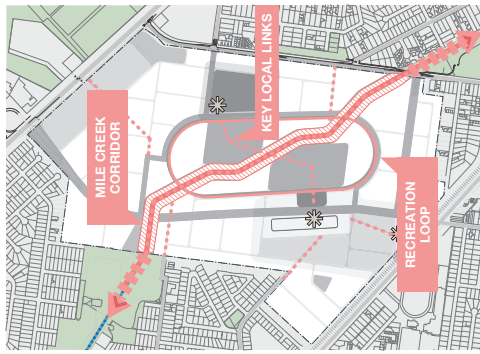


Figure 4.2.5
 Key Plan highlighting Key Local Links, Mile
 Creek Corridor and the Recreation Loop

4.2.4 RECREATION LOOP

The urban structure of a city can give a sense of its history and evolution. Modern street layouts can denote ancient roadways, walls and infrastructure. The central track landscape will be reinterpreted in the context of a new urban neighbourhood as a Recreation Loop - a linear open space for recreation activity such as jogging or cycling. This disturbance in the regular street grid will attest to Sandown's history and provide a unique open space element.

- The Recreation Loop should be integrated into the design of the Secondary Boulevard or form part of the local movement network. It should interpret the original alignment of the central racetrack.
- It should comprise paths of sufficient width to allow safe and accessible space for jogging, cycling and walking.
- Connections will be made to the Mile Creek Corridor path network, Activity Nodes and key local links as outlined in Section 4.3.5. Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.

Built form interface

- Where possible, adjacent development should orient habitable rooms towards the park to provide passive surveillance.
- When development directly adjoins the Loop, fencing should allow for passive surveillance from habitable room windows onto the park.
- Supporting street furniture including lighting, drinking stations, rest stations and bicycle parking should be incorporated into the design.
- Vehicle crossovers should be minimized to allow for a continuous and safe recreational activity.

4.2.5 MILE CREEK RECREATION CORRIDOR

Is addressed in Chapter 5 of this document.

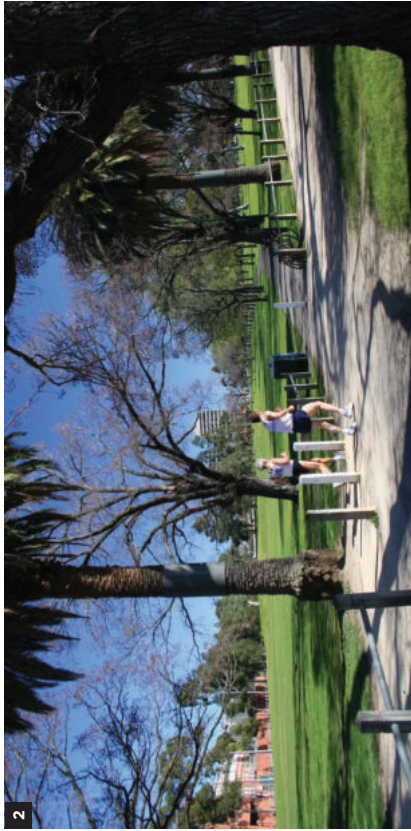
4.2.6 KEY LOCAL LINKS

Are addressed in Section 4.1 of this document.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

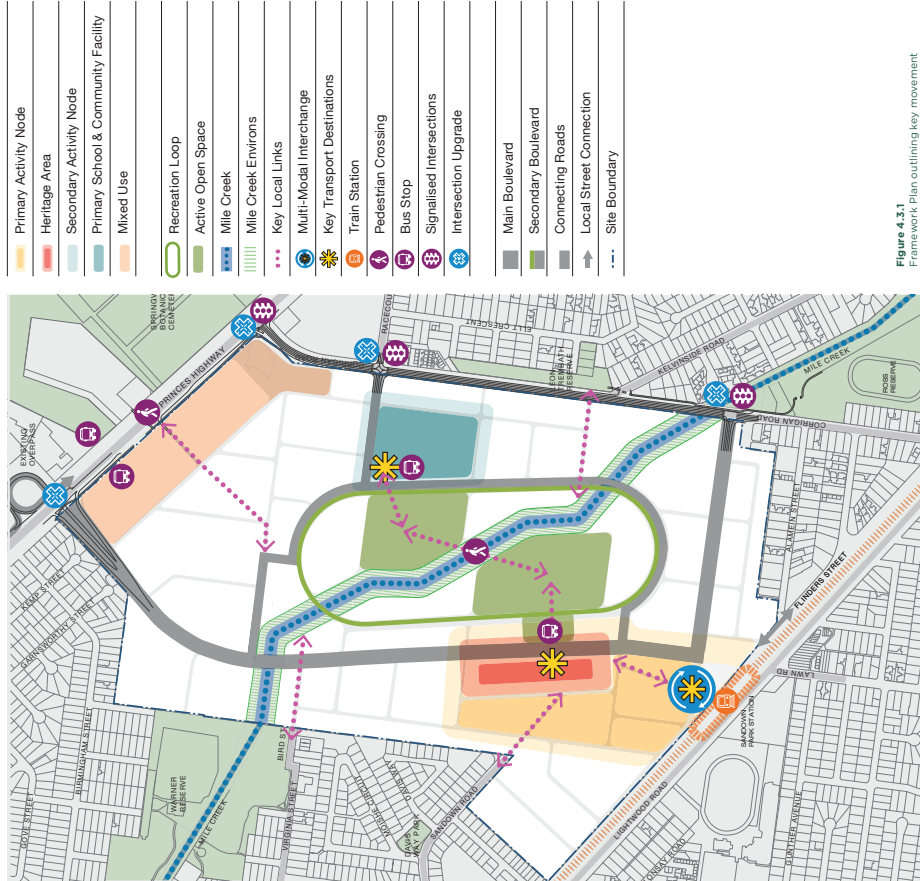
4.2 OPEN SPACE



Reference images - Recreation Paths
 The Recreation Loop will pass through open spaces and urban environment. Its design will need to respond to specific context. Images 1&2 demonstrate the concept of a large open space. Images 3&4 demonstrate a recreation loop integrated as part of a street section in an urban context (denoting the layout of an ancient European castle wall).

- 1 Capital City Trail, Melbourne
- 2 Recreation Loop at Princes Park, Carlton North
- 3 Sopron Castle District Revitalization by Heidekk Mutereim.
- 4 Sopron Castle District Revitalization by Heidekk Mutereim.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.3 ACCESS AND CONNECTIVITY

The movement network will create a highly legible street network with a clear hierarchy built around two central boulevards. It will connect Sandown with the surrounding communities and activity centres and provide a permeable urban structure. It prioritises active transport modes over private vehicles.

The following sections will outline key considerations and guidelines for the various components of the movement network.

These include:

- Main Boulevard
- Secondary Boulevard
- Connector Road
- Local Streets
- Key Links
- Mile Creek Corridor

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.3 ACCESS AND CONNECTIVITY

The proposed movement network was informed by the following principles



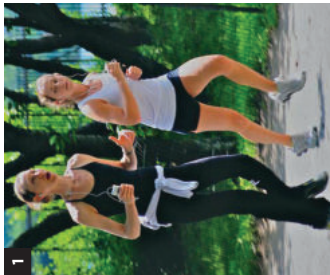
Highly Legible Street Network

The movement network should offer a clear hierarchy of streets of different use and character. It should reflect an urban rather than suburban scale. Its components range from large grand boulevards to small scale local streets. The hierarchy will include the following key components (refer also to figure 4.31)

- Main Boulevard - the primary movement axis of the site between Princes Highway and Corrigan Road while connecting Sandown Park station and the Primary Activity Node.
- Secondary Boulevard - follows the historic horse track and provides access to the eastern part of the site.
- Connector roads and local street network - will allow for east-west links through the site from Sandown Road and Corrigan Road.
- Smaller scale laneways and other lower order roads are not precluded.

Reference images

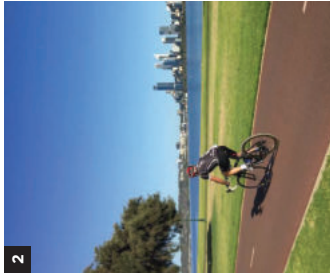
- 1 Illustrative image (photo by Ed Yourdon)
- 2 Illustrative image
- 3 RAC Intellibus - Driverless bus trial in Western Australia (photo by: GNANGARRA)



Walkability

Creating a pedestrian friendly neighbourhood increases opportunities for chance encounters, socializing and increased sense of safety in the neighbourhood. These promote not only individual health and wellbeing, but also a sense of community and vibrancy. Sandown will offer a high degree of walkability throughout the development. This will be achieved by:

- A continuous network of pedestrian links and a permeable urban fabric.
- Particular emphasis should be given to links from the station to the activity nodes through the public open space network and Mile Creek corridor.
- Generous footpaths.
- Landscape treatment providing high amenity, tree coverage and street furniture Built form interfaces that encourage passive surveillance and a perceived sense of safety.



Cycling

The benefits of cycling range from increased health and wellbeing, reduced environmental impact and other social and economical benefits. Sandown will offer a bicycle friendly environment which will encourage residents to choose cycling over private vehicles. This will be achieved by:

- A continuous network of off-road cycle paths connecting key gateways, destinations and open spaces within Sandown.
- Connections to external cycling networks, including the Dandenong-Caulfield rail trail and the Mile Creek Corridor.
- Larger street sections to include safe cycle paths.
- Landscape treatment that will provide amenity, tree coverage and on street facilities to encourage the use of bicycles.



Access to Public Transport

Sandown will promote the use of public transport as an inclusive and accessible alternative for private vehicles. This will be achieved by:

- Street sections design must allow for safe manoeuvring space for buses.
- Multi-Modal Interchange linked to Sandown Park Train Station to facilitate easy transition between different transport modes and Activity Nodes.
- The pedestrian and cycle networks must provide a direct and safe access to bus stops and Multi-Modal Interchange.
- Bus stops should be fully accessible and provide weather protection.
- Design must allow flexibility for emerging technologies and transport models such as autonomous vehicles.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.3 ACCESS AND CONNECTIVITY

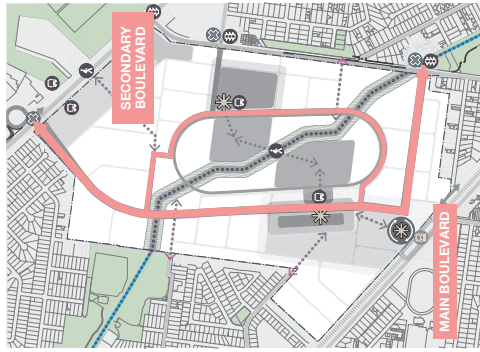


Figure 4.3.2
 Key Plan highlighting the Main and Secondary Boulevards

4.3.1 MAIN BOULEVARD

The Main Boulevard will be the primary axis for the development, connecting the site's main gateways from Princes Highway and Corrigan Road with the Primary Activity Node and the station area. Its primacy requires a design that gives it a distinct formal boulevard character. The Main Boulevard passes through areas of different character within the development which will require a different design response:

- The main gateways to the site from Corrigan Road and Princes Highway offers opportunities to create an arrival experience through landscape treatment.
- When passing through the Primary Activity Node, design must respond to a pedestrian oriented environment with surrounding mixed use.
- The western and southern portions of the Main Boulevard pass through primarily residential environment. It's layout reflects the orientation of the original racing tracks and frames views onto the Grandstand.

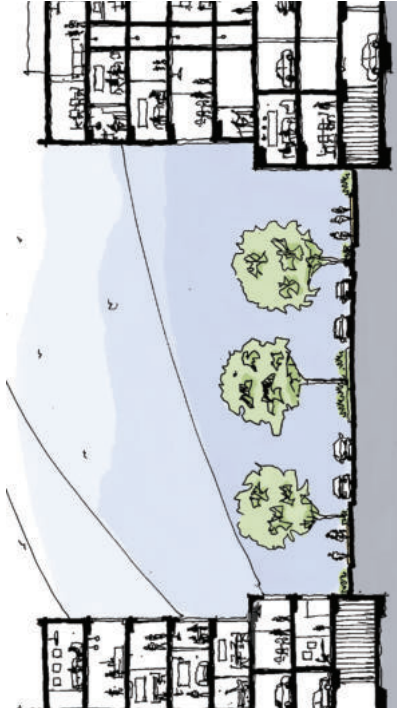


Figure 4.3.3
 Main Boulevard (32m) - Typical section

4.3.2 SECONDARY BOULEVARD

The Secondary Boulevard is a major axis distributing to the eastern part of the development and the Secondary Activity Node and vice versa. Its layout interprets the path of the original horse racecourse. Its unique alignment and the disruption it creates to the regular street network marks this as a higher order street and improves the network's legibility. A key feature of the Secondary Boulevard is the Recreation Loop running alongside it, providing a high quality track for active recreational activities such as jogging or cycling.



Figure 4.3.4
 Secondary Boulevard (28m) - Typical section

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.3 ACCESS AND CONNECTIVITY

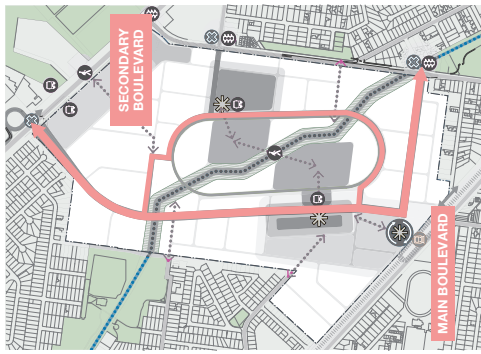


Figure 4.3.2 Key Plan highlighting the Main and Secondary Boulevards

MAIN BOULEVARD AND SECONDARY BOULEVARD DESIGN REQUIREMENTS

- The Main Boulevard and Secondary Boulevard street sections must include a pedestrian footpath on both sides.
- The Main Boulevard must include off-road bicycle paths as part of the street section within the site.
- The Secondary Boulevard must include bicycle paths as part of the Recreation Loop zone. Refer to section 4.3.3
- Landscape treatment will include continuous tree planting with regular intervals on both sides to provide pedestrian amenity and create a grand street character.
- Provide a gateway treatment at entry points to the site and major intersections. Gateway treatment can include landscaping, signage or distinguishable built form that mark entries to the site and mitigate the impact of heavy traffic on surrounding buildings.
- A preferred built form height of at least 4 storeys on both sides of the Main Boulevard. This is subject to exiting urban fabric interfaces, as further outlined in this Guide.
- A maximum building setback for the lower two storeys of 3 meters. This will allow for a defined street edge while allowing a separation of ground floor habitable rooms from the street.
- Where possible, frontages along the Main Boulevard and Secondary Boulevard will be sleeved with active uses on ground level to afford street activation and passive surveillance. This can include residential building lobbies and habitable rooms.
- Traffic slowing elements are to be incorporated in areas where the boulevards cross pedestrian priority environments. These include the Primary Activity Node and Grandstand Plaza for the Main Boulevard, and the Secondary Activity Node for the Secondary Boulevard.
- Vehicle cross overs along the Main Boulevard and Secondary Boulevard are to be minimised. Where possible, service and car park access must be directed through lower order streets.
- Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.
- Water Sensitive Urban Design (WSUD) elements are to be integrated as appropriate (refer to figure 4.3.7).

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.3 ACCESS AND CONNECTIVITY

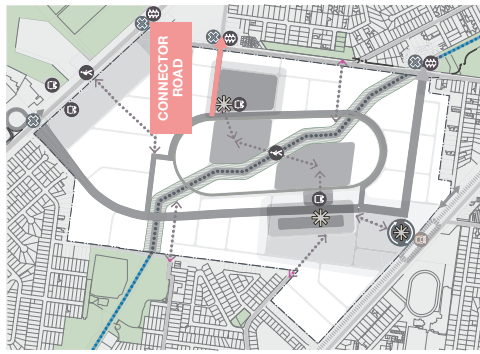


Figure 4.3.5
 Key Plan highlighting the Connector Road

4.3.3 CONNECTOR ROAD

The Connector Road provides a secondary eastern access to the site from Corrigan Road. Its location must create a direct link between Corrigan Road and the Secondary Activity Node to support its role as a connected and accessible hub of activity.

With the increased capacity of Corrigan Road, this will become a major movement axis into the site. The Connector Road will be of a lesser order than the Main Boulevard and Secondary Boulevard, and will be fronted by lower density development.

DESIGN REQUIREMENTS

- Connector Road must include a pedestrian footpath on both sides, and off-road bicycle path on one side of the road.
- Landscape treatment will include tree planting to provide pedestrian amenity.
- Where possible, frontages along the Connector Road will be sleeved with active uses on ground level to afford street activation and passive surveillance.
- In large developments, car parking on ground and podium levels on frontages facing the Connector Road must be sleeved by active uses. This includes residential habitable rooms and lobbies.
- When car parking is provided on ground level, habitable room windows or balconies must be oriented to the street to provide passive surveillance.
- Design must integrate elements which interpret and showcase the site's history to visitors and residents. Such elements can include signage, landscaping elements, place names and public art.
- Where possible, Water Sensitive Urban Design elements and nature strips are to be incorporated into the street design.



Figure 4.3.6
 Connector Street (20m) - typical section

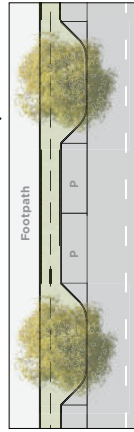


Figure 4.3.7
 Possible incorporation of Water Sensitive Urban Design and landscaping as part of on-street parking. This configuration allows for planting and WSUD elements without requiring additional width for road reserve. This contributes to a more contained street section creating an urban character.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.3 ACCESS AND CONNECTIVITY

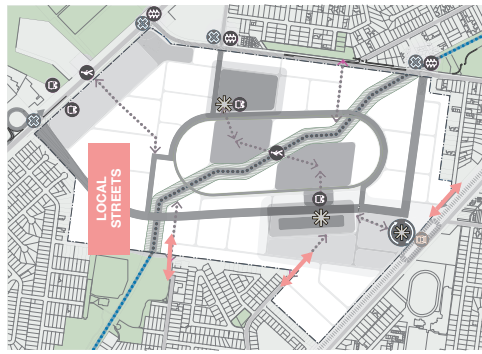


Figure 4.3.8
 Key Plan highlighting Local Streets

4.3.4 LOCAL STREETS

The local street network will provide additional east-west connections to the surrounding area including links to Sandown Road, Virginia Street and Alamein Street. It will provide a finer grain of access and high permeability.

Specific layout and design of the local streets will be subject to the development of the Precinct Plans as their character will be dependent on the type and height of the fronting built form.

The local street network must include sufficient bicycle paths to allow for a continuous bicycle path network linking the site's entrances with the main movement network components and ensure a bicycle path is accessible within short distance from most dwellings.

To encourage active transport in Sandown, an emphasis of the design of the local streets will be on providing a high level of amenity for pedestrians and a sense of safety through passive surveillance.

This document does not preclude smaller scale laneways and other lower order roads. Their location and design are subject to detailed design as part of the Precinct Plan process.

The sections below illustrate a possible street section for local streets. Figure 4.3.10 demonstrates how such a street section can be widened to include a swale, should that be required as part of a water management strategy.



Figure 4.3.9
 Local access street (16m) - typical section



Figure 4.3.10
 Local access street with swale (21m) - typical section

DESIGN REQUIREMENTS

- Local street section must include a pedestrian footpath on both sides.
- Landscape treatment will include tree planting to provide pedestrian amenity and reduce heat island effect.
- When car parking is provided on ground level, habitable room windows or balconies must be oriented to the street to provide passive surveillance.
- Where possible, Water Sensitive Urban Design elements and nature strips are to be incorporated into the street design (refer to figure 4.3.10)

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.3 ACCESS AND CONNECTIVITY

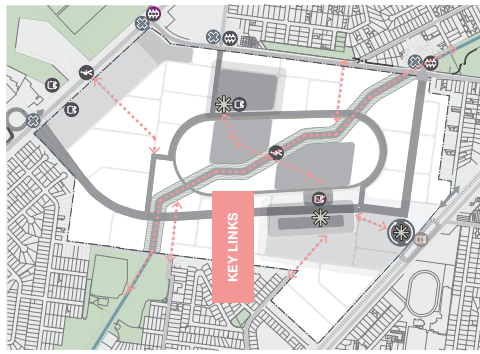


Figure 4.3.11
 Key Plan highlighting Key Links

4.3.5 KEY LINKS

A key aspect in creating a vibrant community is through connecting key destinations to promote pedestrian traffic, incidental interaction and various activities. The plan identifies key links that should be incorporated as part of the Precinct Plan process as pedestrian oriented links. These links traverse areas of different character and could offer different walking experience. From a highly activated urban link in the Station - Grandstand area, to a natural walking experience through Major Open Space Nodes and Mile Creek Corridor.

Key links must offer continuous access between the Sandown Park Train Station, the Primary Activity Node and Grandstand Plaza, Major Open Spaces through the Mile Creek Corridor and the Secondary Activity Node. These links must offer a convenient walking experience to people of all abilities, and will include high quality landscaping, generous footpaths, weather protection (through canopies or tree coverage), passive surveillance and activation on the ground floor where possible.

4.3.6 MILE CREEK CORRIDOR

The Mile Creek Corridor is a primary organising element in the development. Along with its role as an ecological corridor and flood management function, it also offers an opportunity for a key cycle and pedestrian link. This link will provide connectivity within the development and through to the adjoining Warner Reserve and Ross Reserve to the wider area. Bicycle and foot paths will be integrated as part of the Mile Creek naturalisation above the 1:10 year flood line. Further details on the Mile Creek Corridor are outlined in Section 5 of this document.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

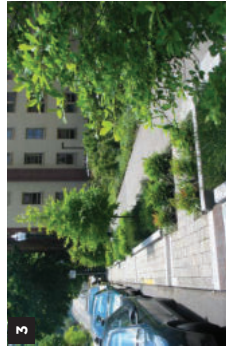
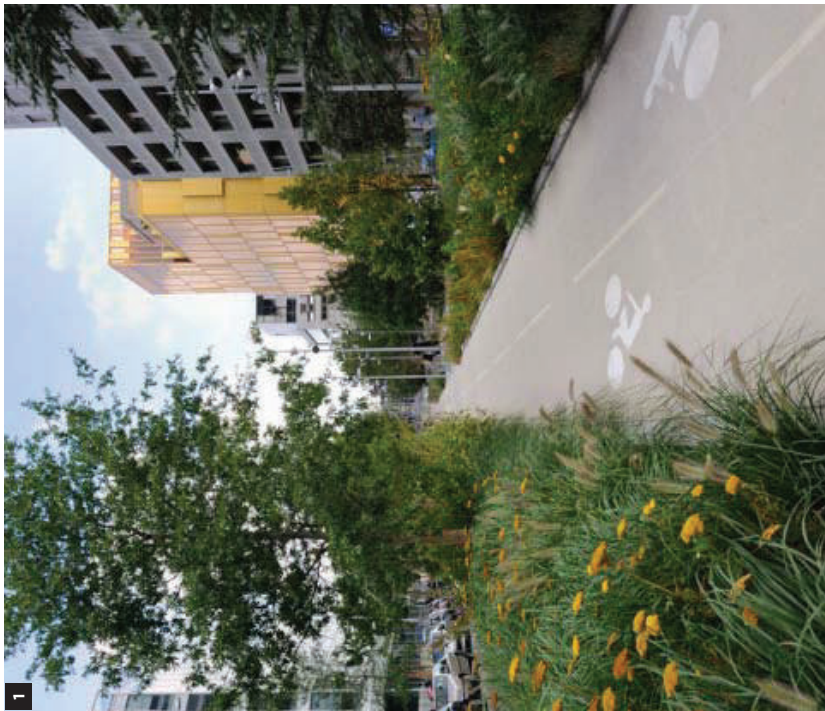
4.3 ACCESS AND CONNECTIVITY

4.3.7 INTEGRATION OF WATER SENSITIVE URBAN DESIGN (WSUD)

The redevelopment of Sandown presents an opportunity to transform the way in which water is captured, conveyed and treated within the site.

Any new development in a green field site will bring with it increased areas of paved and impermeable surfaces. This shift presents an opportunity to fundamentally transform the water treatment regime of the site from one which essentially conveys and captures water to one which treats storm water at a local level before conveying it for secondary and tertiary treatment.

WSUD elements are to be incorporated into the design of the Main and Secondary Boulevards, and some local streets. The decision as to which local street must include WSUD elements and the approach taken to the diversity of WSUD requirements for each particular precinct to be further resolved. Further details on WSUD integration are outlined in the Water Management Position Paper.



Reference images - integration of WSUD into street design

- 1 Treatment between path and road
- 2 Treatment within the median strip
- 3 Water treatment and rain gardens with cycle paths

Sandown Racecourse Design Guide 47

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

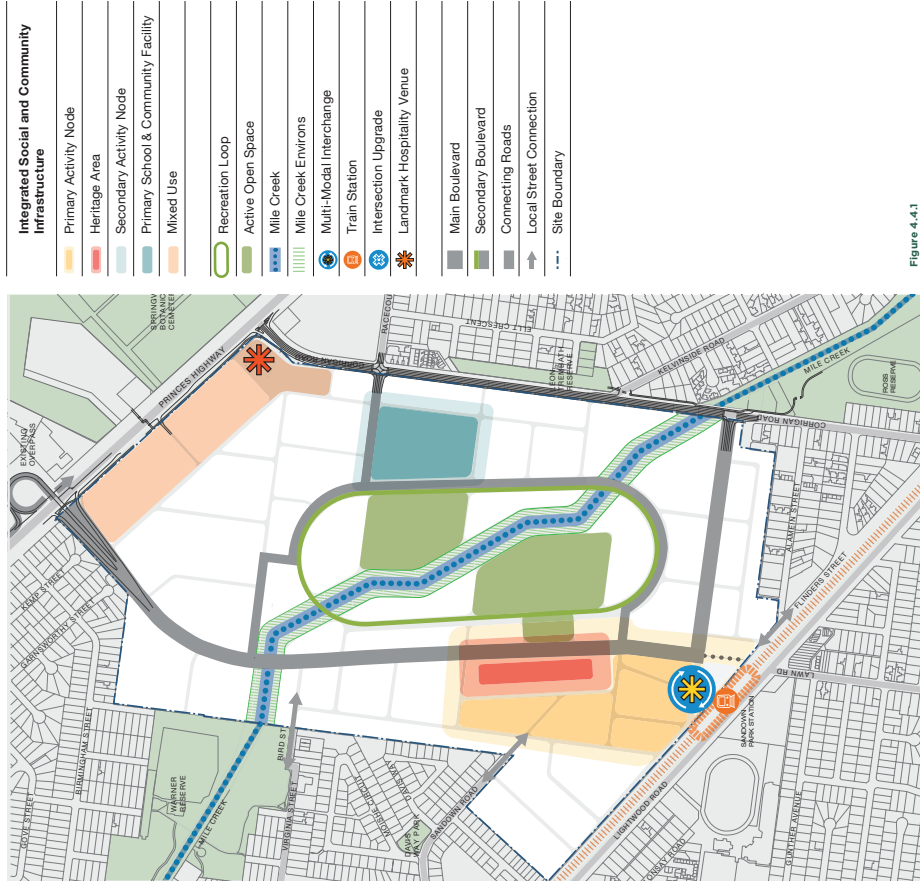


Figure 4.1.1
 Framework Plan

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.4 INTEGRATED SOCIAL AND COMMUNITY INFRASTRUCTURE

The approach to community infrastructure at Sandown will allow for flexibility to ensure that facilities are responsive to changes in community needs over time. Community facilities will be located within the Primary or Secondary Activity Nodes. They should be prominent in the public realm, act as local landmarks and be accessible for people of all abilities.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.4 INTEGRATED SOCIAL AND COMMUNITY INFRASTRUCTURE

The community facilities should be located as part of the Primary and Secondary Activity Nodes:

- Education facilities should be located as part of the Secondary Activity Node
- Community, social and education facilities must be co-located where possible to allow for cross use of shared facilities between different user groups and communities.
- Where possible, community and education facilities will be collocated with public open space to encourage use of shared outdoor facilities and allow integration with the wider open space network.
- New typologies of community and education facilities, including vertical schools, are to be considered.
- Community and education facilities should act as local landmarks and be prominent on the public realm and main movement network.
- Community and social infrastructure should provide appropriate access for people of all abilities.
- A pedestrian oriented environment should be encouraged near community and education facilities, including measures to reduce traffic speed and provide sufficient pedestrian crossings.
- Connections to public transport and the active movement network are to be emphasised.
- Community infrastructure should allow for a complementary mix of uses, including retail and dining.
- Community infrastructure design should consider the integration of best practice WSUD and other ESD initiatives.



Reference image - various school building typologies

1. Greenhills Primary School by Workshop Architecture
2. South Melbourne Primary School by Hayball
3. Primary School In Boulogne Billanvcourt by Charlier Dalix

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.5 LANDSCAPE STRATEGY

The principles outlined here describe the desired performance and character of future public spaces. They should be read alongside other sections of this document which describe the hierarchy and constituent parts of the project.

- The proposed Landscape Strategy understands that the agency of a long term plan for a new section of the city at this scale does not rest with the architectural object, but in its hierarchy of proposed landscape spaces. The Landscape Structure for the redevelopment of Sandown Racecourse provides an armature for growth, formed around a clear network of open space.
- This structure will guide the location and orientation of future development; create a scale of amenity that will encourage denser building types and create diversity of character through shifts in scale, changes of vegetation type and varying levels of active use throughout the site.
- The strategy sees the role of landscape in the development of the new neighbourhoods as analogous to the role in which the civic armature of parks, boulevards and street grids were used to establish the amenity of the Melbourne CBD - it is a high quality public realm that contains and regulates the often inconsistent performance, scale and quality of built form.
- The landscape strategy proposed imagines the precinct as an extension of the gardenesque character that is so much a part of the existing character of Springvale Crematorium and sections of the Mile Creek corridor.

Key objectives include:

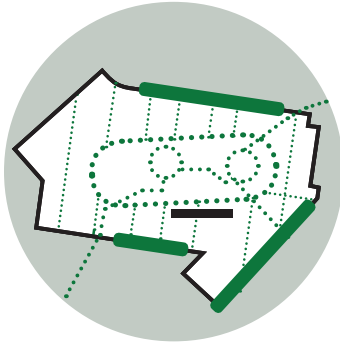
- Providing a contemporary parkland setting that combines the functional needs of the local community and serves amenity to the regional area with large scale destination landscapes.
- Integrating and responding to new development to create a local sense of place that retains and reinforces the surrounding landscape character.
- Active and activated public spaces, providing local recreation opportunities with functional and visual links to adjoining areas.
- Creating high quality streetscapes, particularly in regard to the provision of street trees and canopy. Street tree planting should provide shade to paved and seating areas as well as the road surfaces to mitigate heat island effect and to establish a legacy of leafy, treed and shaded neighbourhood.
- Use soft and hard landscape materials to reduce long-term maintenance.
- Integrating buildings, courts, shade structures, seating, rubbish bins, lighting, and landscape elements into a cohesive quality environment.
- Use of indigenous and native species of flora where appropriate.
- Maximise use of low water requirement planting to reduce irrigation needs.
- Maximising use of recycled compost, soil conditioners and mulches.
- Equity of access throughout the precinct.
- Retention of existing boundary planting where feasible and the establishment of new boundary and perimeter planting at the interface with existing neighbourhoods.

NEW BIODIVERSITY



Capitalise on the opportunity to transform Mile Creek from an un-occupiable, engineered water way into a major new landscape link connecting Warner Reserve to Ross Reserve and beyond

CANOPY AND COVER



Use trees to provide cool, shaded areas of respite within the site

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

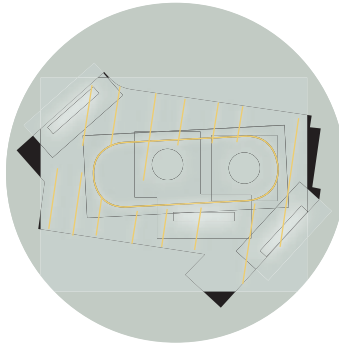
4.5 LANDSCAPE STRATEGY

INTEGRATED WATER DESIGN



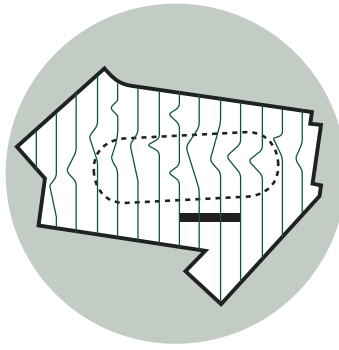
Embrace the opportunity to transform the way in which water is captured, conveyed and treated within the landscape.

LIGHTING FOR EXTENDED USES



Lighting will aid in distinguishing the hierarchy of spaces within the site, focusing on the more urban space's active night time use and defining safe paths of travel for security and easy orientation.

LANDFORM FOR ELEVATION



The future landscape design should seek to annex civil works and the re-profiling of the Mile Creek to establish new landform and topography which will provide elevation and relief from the flatness of the current site.

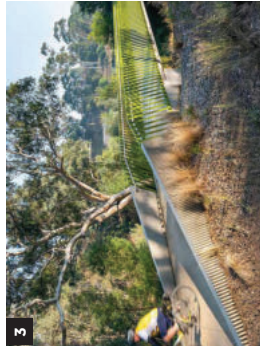
4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.5 LANDSCAPE STRATEGY

Principle: New Biodiversity

- The landscape design should capitalise on the opportunity to transform Mile Creek from an un-occupiable, engineered water way into a major new landscape link connecting Warner Reserve to Ross Reserve and beyond.
- This major connection should elevate Mile Creek's role as an ecological corridor and wildlife habitat.
- The Creek's role in water management should continue, but should be remodelled into a less engineered system of naturalised water bodies and functions.
- The form of the water should create adjacent park spaces of diverse sizes for passive and active use - these should be water side places in which to play, relax and engage with the landscape.
- An important part of this new connection should be a clear and engaging series of pedestrian and cycle paths that should ensure that the new neighbourhoods are integrated and linked into the existing urban fabric.
- The character of the creek should respond to the adjacent context of the proposal, opening up to the west to allow for strong connections to the Grandstand and views from the Boulevard to the water.
- The site is located adjacent to the Springvale Crematorium parklands and the design of landscape spaces and street network should maintain and augment this connection in a spatially continuous manner.
- The implementation of a well-defined vegetation structure will strengthen the site's integration with surrounding parklands and contribute greatly to the sense of place.



Reference Images - New Biodiversity

- 1 Diagonal Mar Park by EMBT Architects
- 2 Peninsula Burswood by Hasell
- 3 Dorebin Yarra Trail Link by VicRoads Urban Design Team

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

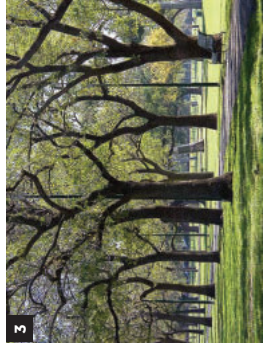
4.5 LANDSCAPE STRATEGY

Principle: Canopy and Cover

- It is essential that a future landscape design uses trees to provide cool, shaded areas of respite within the open space of the site.
- Trees should be used to reinforce the sense of landscape containment and protection from cold winds by placing large wind breaking groves to the north where possible along the edges of the landscape.
- Diversity should be a key factor in the design of the projects streetscapes. The future design should not be a question of "indigenous or native" but of "indigenous and native". Streets, precincts and parks should demonstrate singularity of tree species within a local situation, ensuring that moving through the project will be an experience of moving through a broad collection of different, characterful and immersive treed spaces.
- The desired landscape character is for public, sunny and protected spaces wherever possible at the micro scale with seating located in optimum positions for solar access.
- The Landscape Strategy proposes to clearly define the key interfaces between the site and existing surrounding neighbourhoods by retaining existing canopy trees where appropriate and supplementing them with new planting to establish a continuous edge or canopy and shade trees.
- This will create a green threshold along the northern edge, eastern and western edges of the site.



Reference Images - Canopy and Cover
 1 I Street, Sacramento by the Department of Public Works
 2 Swanston Street by the City of Melbourne



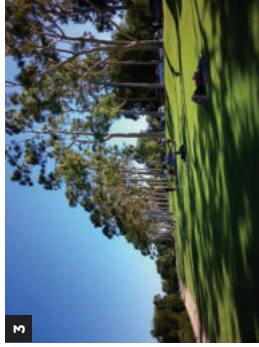
3 Fauliner Park by the City of Melbourne
 4 Brunton Avenue by the City of Melbourne

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.5 LANDSCAPE STRATEGY

Principle: Land Form for Elevation

- The future landscape design should seek to use land-forming and civil works as well as the re-profiling of Mile Creek to establish new topographies that will provide elevation and relief from the flatness of the current site.
- Terracing and forming the land should create edges for seating, hills for climbing and play and embankments that can be used as amphitheatres and gathering spaces.



Reference Images - Landform

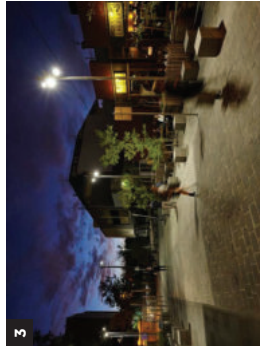
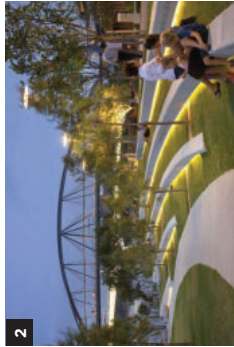
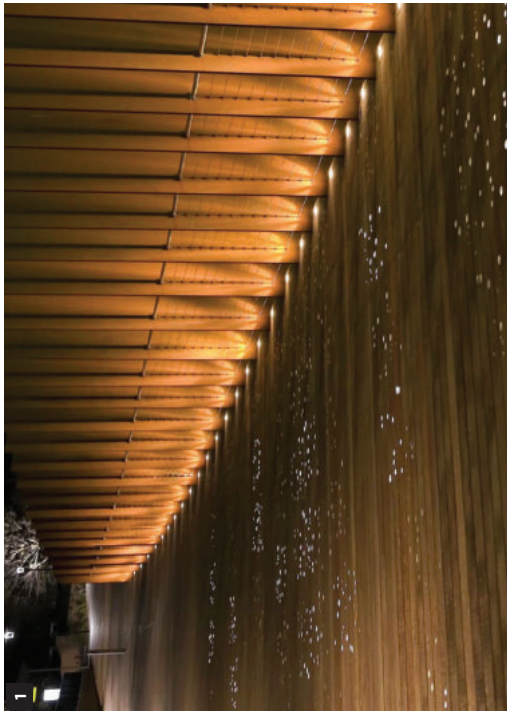
- 1 Heller Street by Six Degrees
- 2 Brown-Forman Amphitheatre by Bravura
- 3 Kings Park by the City of Perth

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.5 LANDSCAPE STRATEGY

Principle: Lighting for Extended Use

- The future landscape design should consider the role of lighting to extend amenity and safety throughout the public realm.
- The lighting of the public realm, in addition to the architectural lighting, will play an important role in creating a dynamic and safe after dark experience.
- Lighting will aid in distinguishing the hierarchy of spaces within the precinct, with more urban spaces being lit for active night time use and safe paths of travel defined for security and easy orientation.
- A suite of lighting types should be established for the site, including pole and low level lighting to paths and spaces.
- The lighting should employ energy efficient fittings and reduce wasted light through careful fitting selection and minimising up lighting. The use of solar powered lighting should be considered in parallel with any centralised power generation on site as this is likely to provide greater efficiency.



Reference Images - Lighting

- 1 - Sydney University by TCL
- 2 - River Quay by Cardno
- 3 - Windsor Plaza by Aspect Studios

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 SITE WIDE DESIGN STRATEGIES | 05 | 06

4.5 LANDSCAPE STRATEGY

Principle: Integrated Water Design

- The future landscape design should embrace the opportunity to transform the way in which water is captured, conveyed and treated within the landscape.
- Any new development in a green field site will bring with it increased areas of paved and impermeable surfaces. This shift presents an opportunity to fundamentally transform the water management regime of the site from one which essentially conveys and captures water to one which treats storm water at a local level before conveying it for secondary and tertiary treatment.
- Part of this water management might mean adapting standard street sections to accept swales and rain gardens and will also present many opportunities to future designers to integrate treatment in a way that enriches the experience of future residents and pedestrians.
- Water sensitive urban design strategies should be used in conjunction with the site water harvesting infrastructure to direct, store and treat surface runoff from paved areas. These could include tree pit storm water drainage and rain gardens in key streetscapes.
- The Landscape Strategy proposes to maintain substantial areas of permeable surface to sustain ground water levels and reduce the pressure on engineered water management systems. It will do this by using various permeable pavements, as well as large areas of softscape, allowing small rain events to infiltrate the ground and benefiting tree growth.



Reference Images - Water
 1 Sydney Park by Turf Design
 2 Former Renault site by Agence Patrick Charvannes
 3 Lotus Lake Park by Integrated Planning and Design

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | **04 SITE WIDE DESIGN STRATEGIES** | 05 | 06

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Sandown Racecourse Design Guide 57

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 MILE CREEK DESIGN | 06

The redevelopment of Sandown will transform Mile Creek into a major new landscape element linking Warner Reserve to Ross Reserve and beyond. It will offer spaces for recreation, amenity and sense of identity for the community.



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

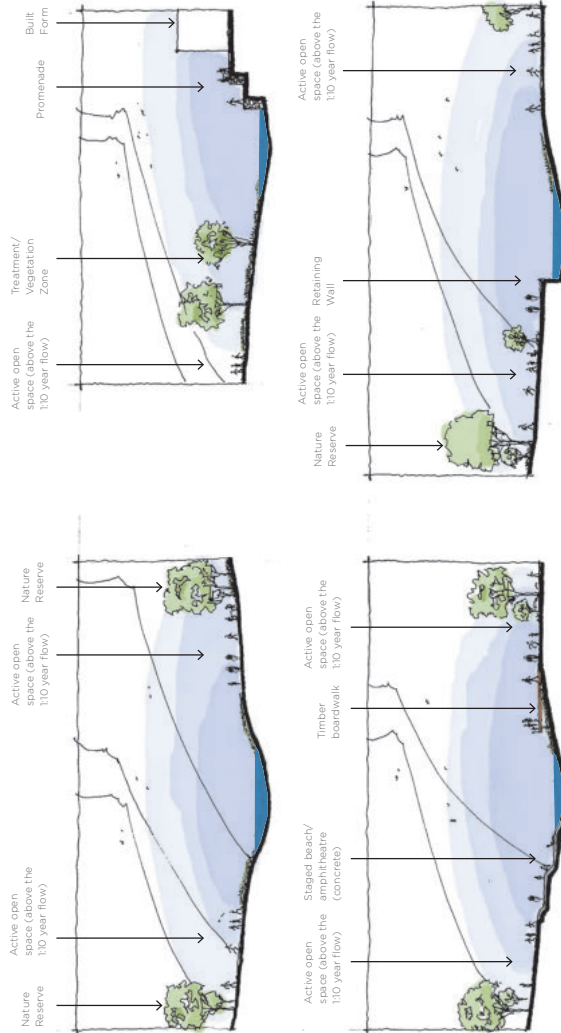


Figure 5.1.1
Possible waterway section

5.1 NATURALISATION

Mile Creek's natural function will be restored and will incorporate various edge treatments, including a combination of landscaped conditions and hard urban edges, depending on the proposed adjacent uses and future context.

Public access to the amenity provided by the creek's open water pockets and green spaces will be provided via a combination of shared paths, boardwalks and informal walking trails as appropriate.

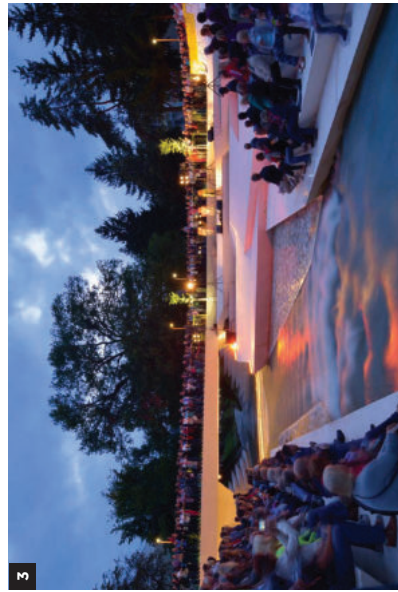
The enhanced waterway will be sympathetic to its surroundings by incorporating gradual soft embankments to open, green spaces, and hard edges to urbanised zones. Gradual slopes will create a flow path up to 60 metres wide, which incorporates public access and play spaces outside the 10-year flood zone. Other sections of the creek will include steeper banks to create a deeper and narrower flow path.

The undulating geometry of the waterway will be incorporated into the Mile Creek design, and will include deeper pools along with shallower banks and wetland zones to promote the water treatment capacity of the creek system, while enhancing biodiversity and benefiting the local ecology.

The waterway design will include various crossing points, located to integrate with the surrounding movement networks to ensure Mile Creek does not become a barrier to east-west movement. Bridges and other crossings must be of high design quality and be integrated with the overall design of the surrounding public realm rather than being simply engineered solutions.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

5.1 NATURALISATION



Reference images - water edge treatments
These images illustrate different possible waterway edge treatments. These can vary between naturalised landscape and hard edges when the creek flows through denser development. Subject to flooding constraints, water edge landscaping should provide spaces for activity, recreation and relaxation.

1. Gardiners Creek Reserve, Burwood by City of Whitehorse
2. Somerfield Estate, Keysborough by Tract Consultants
3. Valenje promenade by Ereta Architecture
4. Valenje promenade by Ereta Architecture

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 MILE CREEK DESIGN | 06

5.2 INTERFACE WITH CREEK AND ZONE OF INFLUENCE

To maximise Mile Creek's potential as an asset to the community, all of its components must be developed to complement and enhance each other. This includes the waterway itself, but also its embankments, flood zone and interfaces with neighbouring developments.

The guidelines in this chapter apply to the Mile Creek 'zone of influence' which includes the waterway as well as any development or open space fronting Mile Creek including instances where a local road separates Mile Creek from the built form.

The following guidelines apply to development within the zone of influence:

- Habitable rooms of adjacent built form will be positioned above the 1:100 year flood level.
- Higher Built form is encouraged around Mile Creek to benefit from the proximity to this open space.
- Where possible, orient habitable rooms to face Mile Creek. This is to create passive surveillance to this open space and leverage views of the creek for nearby development.
- For large developments, ground and podium level car parks on elevations facing Mile Creek must be sleeved with active uses. This includes residential building lobbies and habitable rooms. Car park and service entries are to be located away from park frontages.
- When development directly adjoins Mile Creek, fencing should allow for passive surveillance from habitable room windows onto the park.
- Where possible, communal and private open spaces will be oriented towards Mile Creek.
- Tower massing and orientation will minimize overshadowing of Mile Creek.

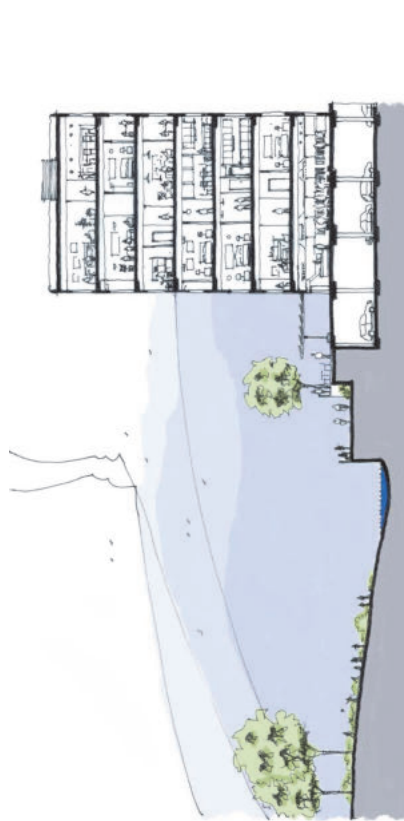


Figure 5.2.1
 Possible interface of Mile Creek and high density built form. Where possible, car park are undercroft or sleeved with active uses. Communal open space is oriented to face Mile Creek.



Figure 5.2.2
 Possible interface of Mile Creek and medium density built form. Where possible, habitable rooms face Mile Creek and car park entries are from lower order streets away from the Creek.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 MILE CREEK DESIGN | 06

5.2 INTERFACE WITH CREEK
AND ZONE OF INFLUENCE



Reference image - built form - water edge interfaces

- 1 Park Diagonal Mar by Eric Miralles
- 2 Volente promenade by Enza Architecture
- 3 Glbbe Harbour by SJB
- 4 Riverwood by Robblewman Architecture

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

06 PRECINCT DESIGN

The following chapter outlines key components, built form character, preferred uses and interfaces for each of the Sandown Precincts.

- Precinct Design
- 6.0 Precinct Design Overview
- 6.1 Princes Precinct
 - 6.1.1 Built Form
 - 6.1.2 Princes Highway Interface
 - 6.1.3 Established Areas Interfaces
- 6.2 Town Centre Precinct
 - 6.2.1 Station - Grandstand Link
 - 6.2.2 Built Form
 - 6.2.3 Railway Interface
 - 6.2.4 Established Areas Interface
- 6.3 East Precinct
 - 6.3.1 Built Form
 - 6.3.2 Corrigan Road Interface
 - 6.3.3 Established Areas Interface
- 6.4 West Precinct
 - 6.4.1 Built Form
 - 6.4.2 Warner Reserve Interface
 - 6.4.3 Established Areas Interface

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.0 OVERVIEW

The scale of Sandown offers an opportunity to create a variety of urban environments of different character and density and to create a diverse community. This requires more detailed Precinct Plans to be produced in subsequent planning stages which outline site specific design responses in greater detail. These must respond to the relevant guidelines in this chapter, together with the Site Wide Strategies.

- The precinct extents outlined here have been selected to group together areas of similar character and are indicative only.
- Each section outlines guidelines regarding built form and preferred uses and character for each precinct. It also provides guidelines for each precinct's interface Zones. These are areas where the future development within Sandown abuts established neighbourhoods or infrastructure outside the site. The Interface Zones are specifically addressed and defined within each sub-section acknowledging the importance of respecting the surrounding established neighbourhood's character.
- This chapter outlines only those guidelines which are precinct specific. It is to be read in conjunction with Chapters 3, 4 and 5 which outline guidelines and requirements relevant to all precincts in Sandown.

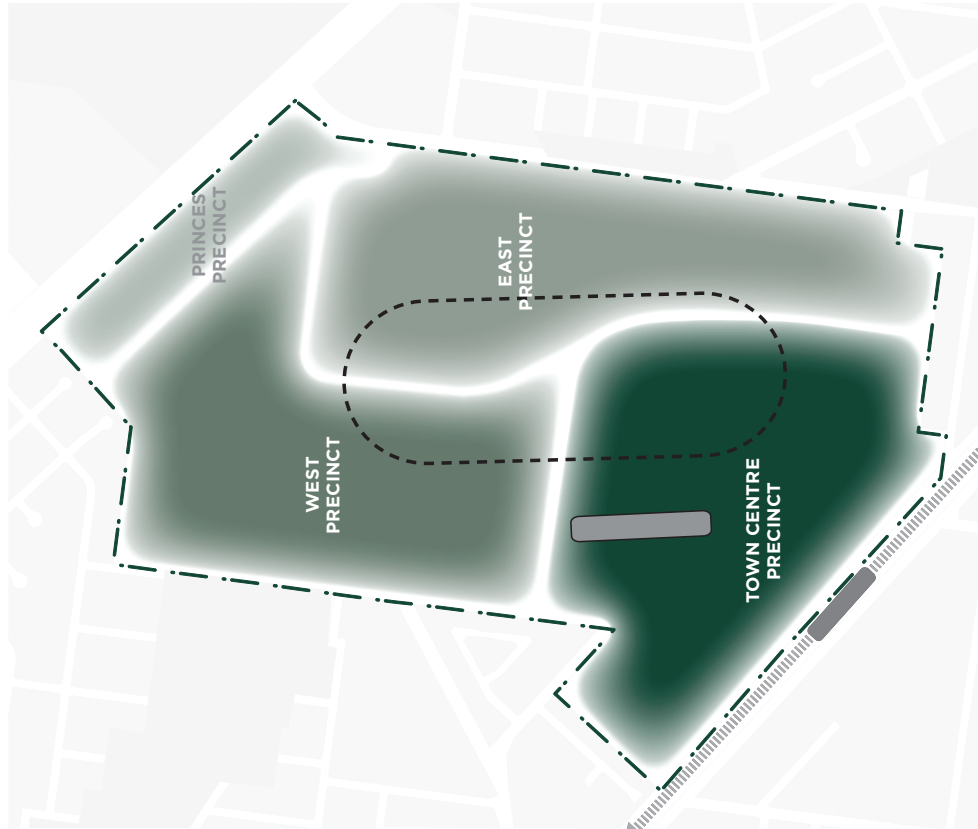


Figure 6.0.1
Indicative Precinct extent

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.1 PRINCES PRECINCT

Benefiting from greater exposure and direct access to one of metropolitan Melbourne's key arteries, Princes Highway, the Princes Precinct offers an opportunity for an engaging frontage that can support a variety of building typologies.



Artist's Impression
Sandown Racecourse Design Guide

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.1 PRINCES PRECINCT

6.1.0 OVERVIEW

The Princes Precinct's main interface is Princes Highway to the north-east. To the south-east, an existing hospitality and entertainment venue (Sandown Park Hotel) is separated from the site by the future widened Corrigan Road. To the north-west, the existing low rise residential development is separated from the site by the existing Princes Highway overpass. The overpass is elevated by 4-6m as it merges with the Main Boulevard, affording views to the entire site and creating an arrival experience for vehicles.

Main characteristics of the precinct include:

- Land use can support a variety of building typologies from traditional residential dwellings to large footprint development suitable for mixed-use.
- Lower built form will be preferred in the north western area where interfacing with the existing low density residential neighbourhood thus responding to its existing character.
- Level differences between the site and Princes Highway should be landscaped to present an attractive edge to the site while enhancing visibility of highway facing development.
- Opportunity for venue based uses on the intersection of Corrigan Road and Princes Highway to continue. This provides amenity in a location that is easily accessible to both the community and ongoing traffic on Princes Highway
- Urban structure must allow for pedestrian connections to the pedestrian crossing point on Princes Highway and public transport.
- Improved access to future PPTN route on Princes Highway.

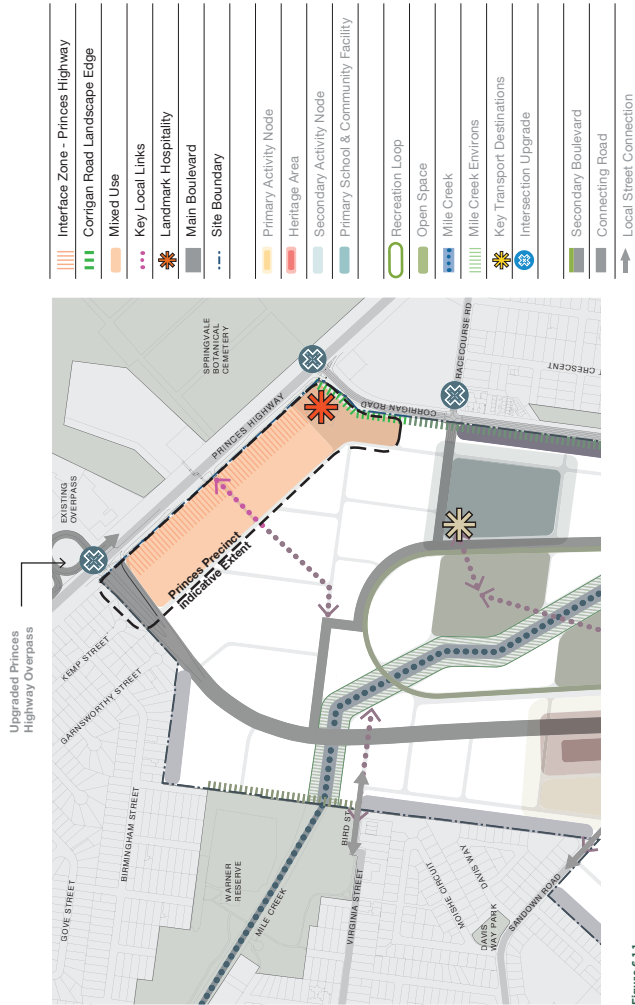


Figure 6.1.1
 Development Plan with indicative precinct extent

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.1 PRINCES PRECINCT

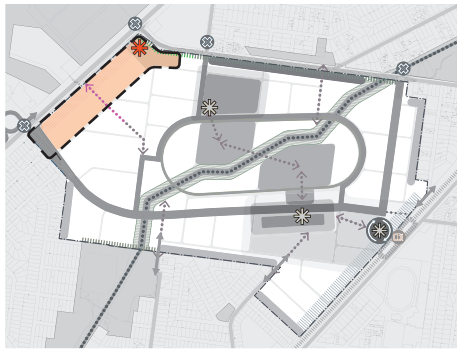


Figure 6.1.2
 Key Plan highlighting key elements of the
 Princes Precinct

6.1.1 BUILT FORM OVERVIEW

- Taller built form will be located towards Princes Highway. Refer to section 6.1.2.
- The land fronting Princes Highway can include typologies suitable for larger lots such as commercial, aged care, hotels and higher density residential.
- Architectural design is to create visual prominence when seen from Princes Highway.
- Currently, the elevated Princes Highway overpass affords wide views onto the whole site, creating a positive arrival experience to Sandown. Built form near the overpass must preserve and frame significant views onto the site to preserve this arrival experience. This can be achieved through building mass articulation and geometry or through variations in height.
- Encourage modulated building forms which allow breaks in massing or entry definition.
- Floor heights should allow for adaptive re-use and flexibility in the future.
- Built form to incorporate sound mitigation elements towards Princes Highway.
- Built form fronting the Main Boulevard, Secondary Boulevards, Connector Road or Local Street must refer to the guidelines in Section 4.1.
- Built form fronting Major Open Space Node, Plaza or Neighbourhood Passive Park must refer to the guidelines in Section 4.2
- Built form fronting the Recreation Loop must refer to the guidelines in Section 4.3
- Built form fronting the Mile Creek Corridor will refer to the guidelines in Chapter 5.0



Reference images - typical built form and landscape
 1 The Hawkburn by Rothelwman Architecture
 2 Alphington Townhouses by Green Sheep Collective



4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.1 PRINCES PRECINCT

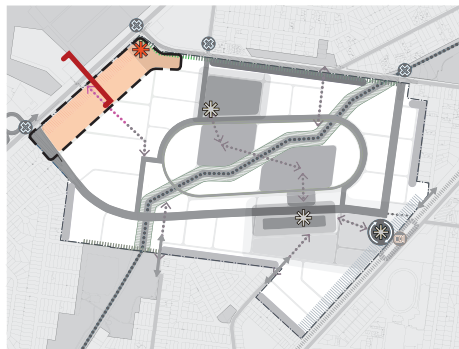


Figure 6.1.3
 Key Plan highlighting Princes Highway
 Interface Zone

6.1.2 PRINCES HIGHWAY INTERFACE

- The Princes Highway Interface Zone includes development fronting Sandown's northern boundary, between the Princes Highway overpass and Corrigan Road. Development in this area benefits from great visibility to ongoing traffic on one of Melbourne's busiest roads.
- There is opportunity for higher density built form on this edge, as there is no sensitive low-rise urban fabric adjacent.
- A taller ground floor will allow for the integration of display based retail, benefitting from exposure to the highway.
- Level differences between development and Princes Highway must be landscaped. This will provide an attractive edge to the upgraded shared path on the southern side of Princes Highway.
- Undercroft parking facing the highway must be partially hidden by landscape treatment or a screen of high design quality.
- Development must employ sound mitigation techniques to Princes Highway.
- Built form must allow high quality pedestrian connections from the site to pedestrian crossing points and public transport on Princes Highway. These pedestrian connections must be provided with passive surveillance from adjacent built form, high quality landscaping and adequate lighting to ensure a safe environment.



Figure 6.1.4
 Princes Highway interface - typical

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.1 PRINCES PRECINCT

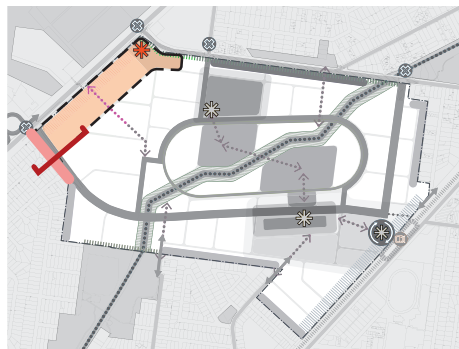


Figure 6.15
 Key Plan highlighting the Established Areas Interface Zone

6.1.3 ESTABLISHED AREAS INTERFACE

Within the indicative extent of the Princes Precinct, the interface with existing properties on Hodgkinson Court and Carlyon Court is largely the overpass from Princes Highway and the Main Boulevard.

When the development is separated from the site boundary by the Main Boulevard or overpass:

- A height of up to 4 storeys is preferred. This will form a transition from the higher built form of the Princes Highway interface to the low rise existing urban fabric.
- Proposed development must avoid overlooking into habitable rooms in neighbouring properties.

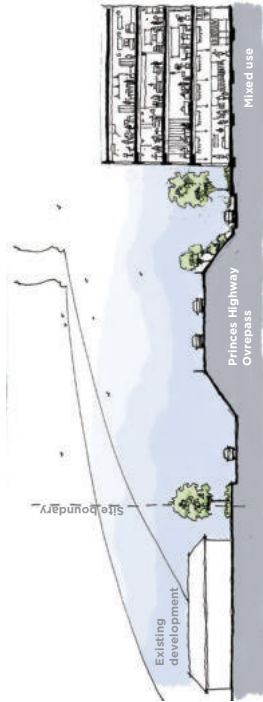


Figure 6.16
 Established Areas Interface - typical

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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Sandown Racecourse Design Guide 71

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.2 TOWN CENTRE PRECINCT

The Town Centre precinct is the community heart of Sandown. The Primary Activity Node, centred around the re-purposed heritage Grandstand, the Station Link and Sandown Park train station will accommodate a mix of uses and promote a highly activated and permeable ground plane.



Artist's Impression

72 Sandown Racecourse Design Guide

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.2 TOWN CENTRE PRECINCT

6.2.0 OVERVIEW

The Town Centre Precinct includes several key components of the Framework Plan:

- The Primary Activity Node will be designed with the re-purposed Grandstand as its focus. Land use within the Primary Activity Node will support a mix of uses to create intensity of activity. This will include employment generating uses such as small businesses, services, health and retail. It will also allow for provision of entertainment spaces to support a wide range of food and beverage formats.
- The southern Major Open Space Node fronts the Grandstand, preserving its historic relationship with the central track landscape and complements the primary hub of activity with a large open space.
- Sandown Park Station is a key gateway for the site and its role as a key destination will be further enhanced as the population in the area grows. The station underpass also connects Sandown with the Dandenong - Caulfield Bicycle Path.
- A multi-modal interchange must be co-located with Sandown Park train station. This will facilitate a smooth transfer for commuters between modes of transport, further encouraging the use of public transport.
- The Station - Grandstand Link will connect Sandown Park Train Station to the Primary Activity Node. Connecting these two key destinations creates a primary pedestrian pathway, providing a intensity of activity, forming a clear spine.
- Outside the precinct's centre, activity will transition towards a predominantly residential use. This will include a variety of high to medium density residential typologies and lower built form single dwellings towards more sensitive interfaces with established areas.

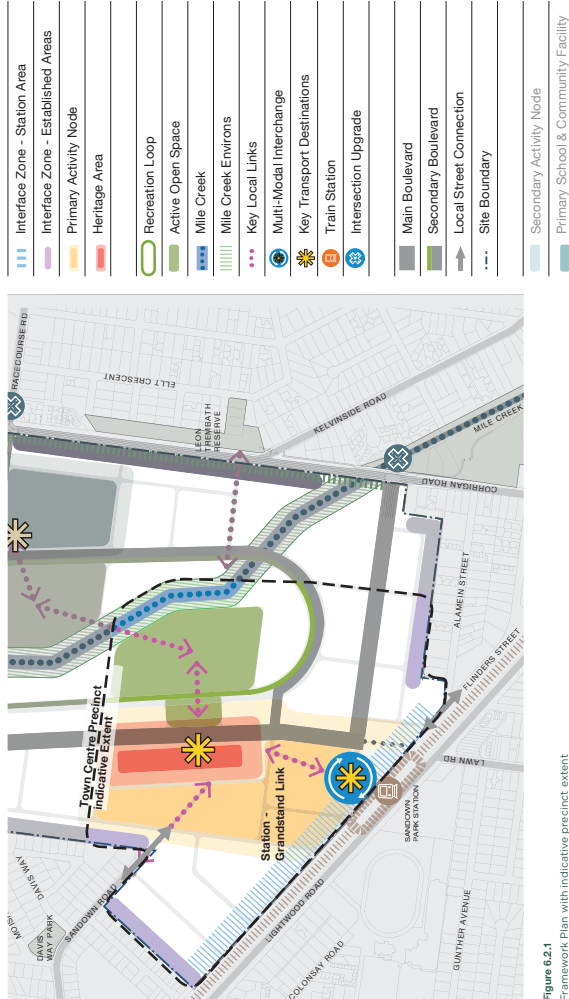


Figure 6.2.1 Framework Plan with indicative precinct extent

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.2 TOWN CENTRE PRECINCT

6.2.1 STATION - PRIMARY ACTIVITY
 NODE LINK

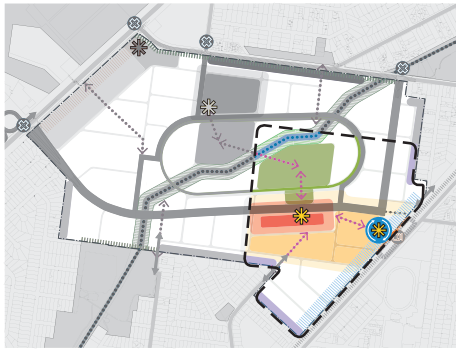
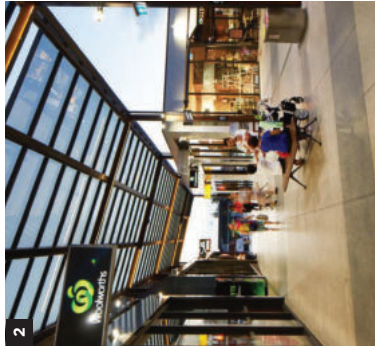


Figure 6.2.2
 Key Plan highlighting the Town Centre
 Precinct



The link between the Grandstand and the Station Plaza is a major urban axis and will accommodate heavy pedestrian traffic. Its strategic location presents an opportunity for a highly activated pedestrian environment. It will become a focus of activity and a sense of identity for the future community in Sandown. The urban fabric near this axis must allow for permeability of the ground plane. This will encourage walkability and offer opportunities for finer grain retail and other active uses to spill from the Link into the wider area.



- Encourage active uses on ground floor along the Link. This may include retail, dining and commercial.
- The first two storeys must have zero meter setback to the Link.
- Ground floor facades should offer clear view lines to activity at ground floor and avoid blank walls.
- Where possible, avoid service and car park access from the Link.
- Where a development includes surface or podium parking, frontages to the Link must be sleeved with active uses (including residential above ground floor).
- Habitable room windows in developments above the second floor should be oriented towards the Link where possible.



Reference images
 Typical built form and landscape

1. Glen Waverley Hub NH Architecture
2. The Ponds NH Architecture
3. Hastings Street Nossa (Image from Gracieland.au)

- In order to ensure high levels of permeability, large footprint developments in the vicinity of the Link must offer ground floor connections to the surrounding urban fabric. Where possible, those will be open air paths and lanes sleeved by active uses (including residential).
- Building massing and orientation should maximise solar access to pedestrian footpaths.
- Building facades facing the Link must incorporate weather protection elements such as canopies.
- Public realm design must encourage connectivity between the two sides of the Link and provide adequate lighting to support a safe environment during non-daylight hours.
- Design should prioritise sustainable transport.
- Landscaping must include weather protection elements such as tree planting or canopies. Design and location of street furniture must provide high quality amenity for pedestrians.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.2 TOWN CENTRE PRECINCT

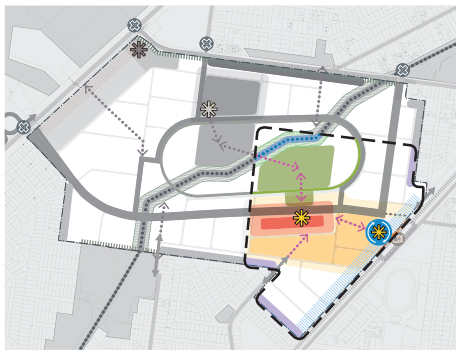
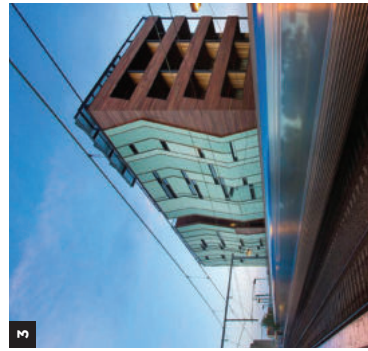


Figure 6.2.3
 Key Plan highlighting the Town Centre
 Precinct

- 6.2.2 BUILT FORM OVERVIEW**
- The Town Centre Precinct benefits from direct access to transport options and intensity from the primary activity node. This presents an opportunity to create a highly activated urban environment. To reinforce this area as an active hub, built form will be at its highest.
- A preferred building height of minimum 4 storeys to reinforce an urban environment.
 - Lower built form in the station area and Primary Activity Node will be allowed in initial stages. However, these will be designed to accommodate additional height in future stages as the precinct evolves.
 - Mixed use will be encouraged in the station area and Primary Activity Node including retail, entertainment, dining, commercial, health, residential and civic facilities.
 - Built form in the Primary Activity Node must be designed to enhance the Grandstand as the focus for the Precinct. This can include retaining key views and activating the surrounding public realm.
 - Large developments should adopt a design which breaks up large masses to allow for architectural diversity.
 - Floor-to-floor heights, including above ground car parking, should allow for flexibility and adaptive re-use over time.
 - Outside the areas mentioned above, the built form will be predominantly medium to high density residential development. It will offer a variety of dwelling typologies catering to a diversity of household types.
 - Architectural design of residential dwellings must offer diversity and avoid overly repetitive design. This is to create a sense of identity for residents through identification with their individual buildings.
 - Built form fronting the movement network must refer to the guidelines in Section 4.3
 - Built form fronting Open Space must refer to the guidelines in Section 4.2
 - Built form fronting the Recreation Loop must refer to the guidelines in Section 4.1
 - Built form fronting the Mile Creek Corridor must refer to the guidelines in Chapter 5.0



Reference images - typical built form and landscape treatment for the precinct

1. Le Fresnoy by Bernard Tschumi
2. Pace of Collingwood by SJB
3. The Commons by Breathe Architecture

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.2 TOWN CENTRE PRECINCT

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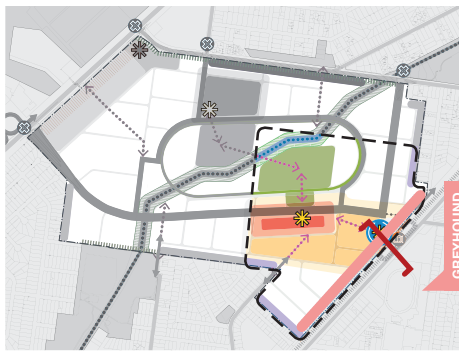


Figure 6.2.4
 Key Plan highlighting the Station Area Interface Zone

- 6.2.3 STATION AREA INTERFACE**
 The southern boundary of the site interfaces with the Pakenham - Cranbourne railway line and Sandown Park Station. Low rise residential buildings and the Sandown Park Greyhound Racing Club are separated from the site by the railway line and Lightwood Road. A significant row of trees follows the railway line, further separating the site from its surrounding.
- The Station Area interface can accommodate higher built form in the Sandown Park Station and Station Plaza area and lower built form as it approaches the Established Areas Interface.
 - The station surroundings (including Sandown Park Train Station, Plaza and multi-modal interchange) will prioritise pedestrian and active modes of transport supported by a high quality public realm.
- Car parking in this area will be decentralised.
 - When facing the Sandown Park Train Station or the multi-modal interchange, surface and podium car parking must be sleeved by active uses. This may include residential habitable rooms and lobbies.
 - When facing the Station Plaza, Ground floor parking in large developments must be sleeved with active uses. This may include retail, dining and commercial.
 - Development interfacing the railway will incorporate sound mitigation elements.



Figure 6.2.5 Station Area Interface - Typical

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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6.2 TOWN CENTRE PRECINCT

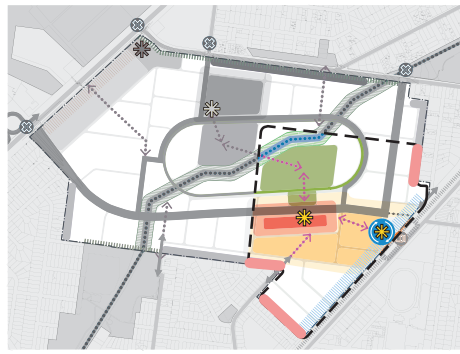


Figure 6.2.5
 Key Plan highlighting the Established Areas Interface Zone

6.2.4 ESTABLISHED AREAS INTERFACE
 The precinct interfaces with existing built form along several boundaries. To the west, two storey houses on Eighth Boulevard, Ruby Place and Davis Way abut the site directly. To the south, single and double storey dwellings on Alamein Street also abut the site directly.
 To mitigate the impact of new development on established areas and preserve its character, new development within the Established Areas Interface Zones will be of lower built form. Built form height will gradually increase farther into the site and away from the existing low built form. This height gradient will mitigate problems of overlooking and overshadowing to adjacent existing private open space and habitable room windows.
 Distancing higher buildings from the interface area will also reduce their visual impact when viewed at street level from surrounding streets, such as Alamein Street, preserving those area's low residential character.

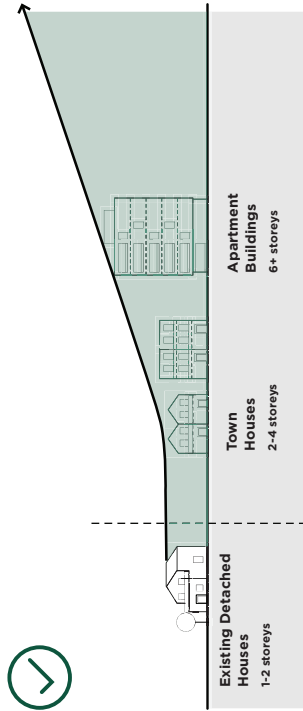


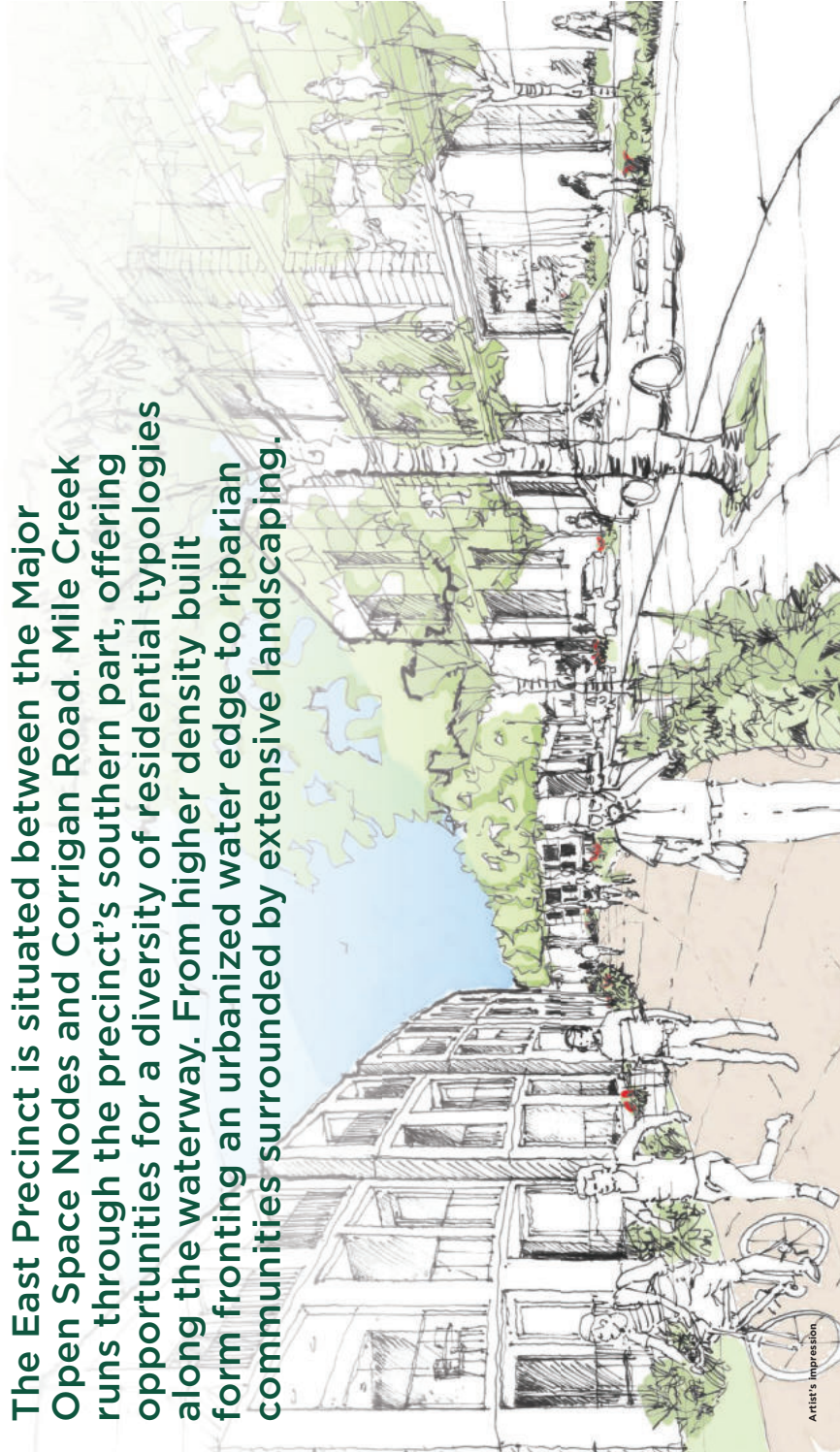
Figure 6.2.6 Diagrammatic section showing built form height towards low rise existing dwellings. Built form height will avoid overlooking onto habitable rooms of adjacent properties

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.3 EAST PRECINCT

The East Precinct is situated between the Major Open Space Nodes and Corrigan Road. Mile Creek runs through the precinct's southern part, offering opportunities for a diversity of residential typologies along the waterway. From higher density built form fronting an urbanized water edge to riparian communities surrounded by extensive landscaping.



Artist's Impression
Sandown Racecourse Design Group

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.3 EAST PRECINCT

6.3.0 OVERVIEW

- The East Precinct contains major open space assets, including a Major Open Space Node and significant portions of Mile Creek.
- The civic heart for the precinct is the Secondary Activity Node. This area will accommodate education and community facilities in a pedestrian oriented environment.
- The Precinct is well connected to Corrigan Road, which is the main external interface. A Connector Road and local road offer direct access to Corrigan Road.
- The intersection of the Main Boulevard and Corrigan Road is one of two main gateways into the site and will require appropriate landscape treatment to offer an arrival experience.
- The sustainable movement system provides great connectivity to the Precinct. The Recreation Loop runs parallel to the Secondary Boulevard which cuts through the middle of the precinct. In addition, bicycle paths included as part of the Mile Creek Corridor and the Connector Road offer access to the wider area.

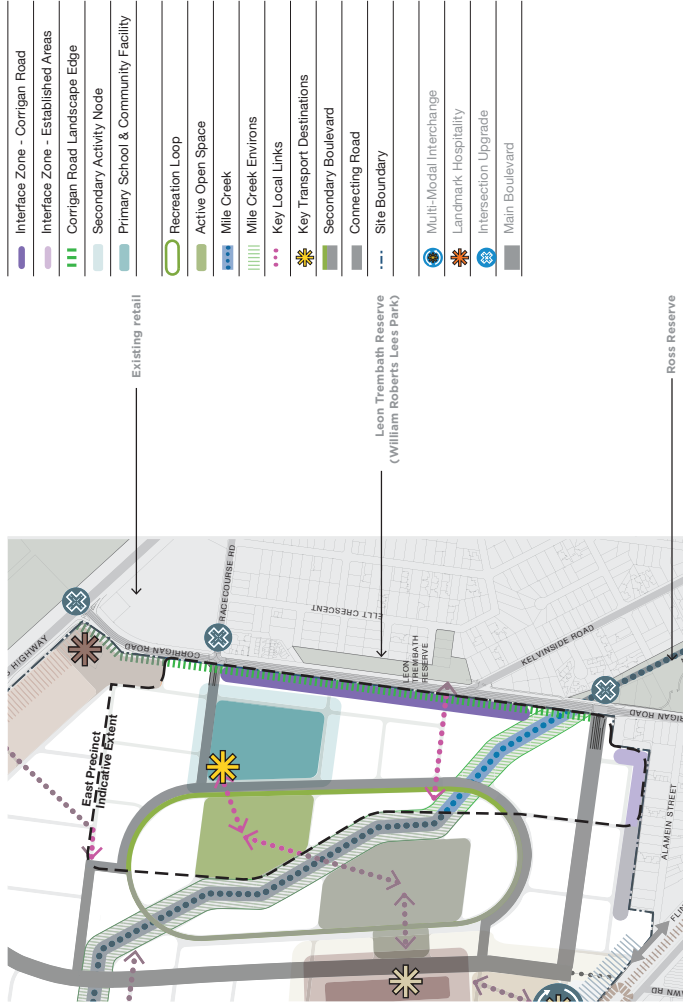


Figure 6.3.1 Framework Plan with indicative precinct extent

	Interface Zone - Corrigan Road
	Interface Zone - Established Areas
	Corrigan Road Landscape Edge
	Secondary Activity Node
	Primary School & Community Facility
	Recreation Loop
	Active Open Space
	Mile Creek
	Mile Creek Environs
	Key Local Links
	Key Transport Destinations
	Secondary Boulevard
	Connecting Road
	Site Boundary
	Multi-Modal Interchange
	Landmark Hospitality
	Intersection Upgrade
	Main Boulevard

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.3 EAST PRECINCT

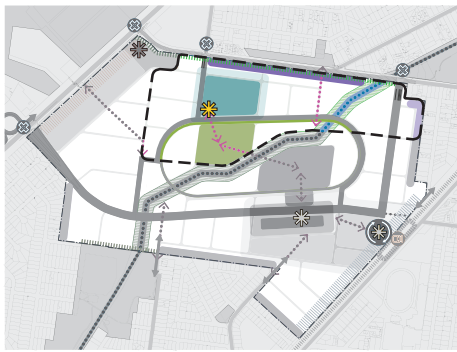
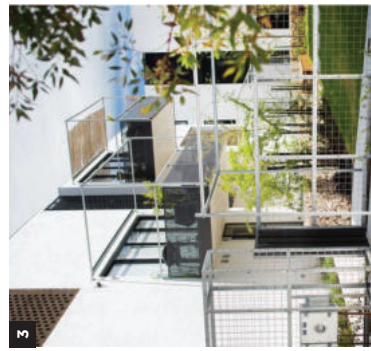


Figure 6.3.2
 Key Plan highlighting key elements of the East Precinct

6.3.1 BUILT FORM OVERVIEW

- The East Precinct is predominantly residential with the exception of the Secondary Activity Node.
- This residential neighbourhood is characterised with low to medium built form towards Corrigan Road while higher podium residential towers extend deeper into the site and beyond the Recreation Loop, defining Mile Creek's eastern edge.
- Development in the Precinct should offer a diversity of residential typologies and dwelling sizes to cater for different household types.
- Architectural design of residential development must offer diversity and avoid repetitive design. This is to create a sense of individual identity to residents.
- Large developments must adopt a design which breaks up large masses to allow for architectural diversity.
- Tower orientation and massing should maximize solar access to the public realm.
- Where possible, habitable room windows must be oriented towards the public realm and fencing must allow for visual connections. This will encourage passive surveillance and promote a perceived sense of safety.
- Refuse storage must be integrated into the built form design and reduce its visibility from the public realm.
- Built form fronting the Main Boulevard, Secondary Boulevards, Connector Road or Local Street must refer to the guidelines in Section 4.1.
- Built form fronting Major Open Space Node, Plaza or Neighbourhood Passive Park must refer to the guidelines in Section 4.2
- Built form fronting the Recreation Loop must refer to the guidelines in Section 4.3
- Built form fronting the Mile Creek Corridor must refer to the guidelines in Chapter 5.0



Reference images - typical built form and landscape treatment for the precinct

1. Heller Street Apartments by Six Degrees Architecture
2. Riverwood by Rothelwman Architecture
3. Knutsford Stage 1 by Spaceagency Architects

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.3 EAST PRECINCT

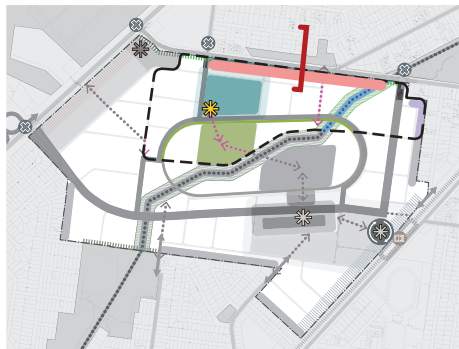


Figure 6.3.3
 Key Plan highlighting the Corrigan Road Interface Zone

- 6.3.2 CORRIGAN ROAD INTERFACE**
- To the site's east, existing single and double storey dwellings are separated from the site by the 27.5m road reserve of Corrigan Road. In the mid section of the interface, William Robert Lees Park widens that buffer to 55m.
 - The duplication of Corrigan Road will significantly change its character. A wider carriageway, increased vehicle traffic and potential additional planting along Corrigan Road will increase the separation of the site from the existing fabric.
 - Development fronting Corrigan Road will consist of buildings up to 4 storeys.
 - A maximum setback of 3m on the two lower levels of development from the site boundary will allow the establishment of a street edge to Corrigan Road. This setback can be exceeded for the purpose of retaining a significant tree towards Corrigan Road or to accommodate a driveway for visitor parking if required.
 - Where possible, car park and service access to the dwellings must be away from Corrigan Road and in lower order streets and lanes.
 - Where possible, habitable room windows must be oriented towards Corrigan Road to allow for passive surveillance onto the public realm. Particularly, those will promote a perceived sense of safety for the proposed shared path on the western side of Corrigan Road.
 - Fencing should allow for passive surveillance from habitable room windows onto the park.

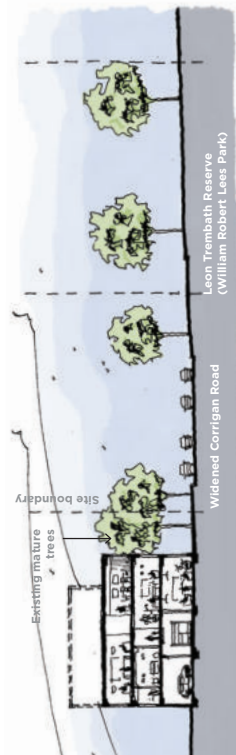


Figure 6.3.4 Corrigan Road Interface - Typical

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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6.3 EAST PRECINCT

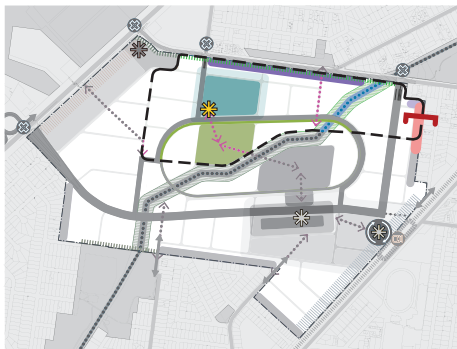


Figure 6.3.5 Highlighting the Established Areas Interface Zone

6.3.3 ESTABLISHED AREAS INTERFACE
 The precinct interfaces directly with existing built form to the south. Single and double storey dwellings on Alamein Street about the site directly.

To mitigate the impact of new development on established areas and preserve its character, new development within the Established Areas Interface Zones will be of lower built form. Built form height will gradually increase farther into the site and away from the existing low built form. This height gradient will mitigate problems of overlooking and overshadowing to adjacent existing private open space and habitable room windows.

Distancing higher buildings from the interface area will also reduce their visual impact when viewed at street level from surrounding streets, such as Alamein Street, preserving those areas low residential character.

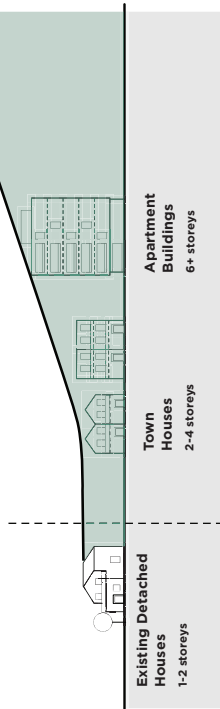


Figure 6.3.6 Diagrammatic section showing built form height towards low rise existing dwellings. Built form height will avoid overlooking onto habitable rooms of adjacent properties

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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Sandown Racecourse Design Guide 83

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.4 WEST PRECINCT

The West Precinct is characterised by the central part of the Main Boulevard crossing the site. Proximity to Warner Reserve and Mile Creek offer residents a variety of recreational activities within walking distance.



Artist's Impression

84 Sandown Racecourse Design Guide

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

01 | 02 | 03 | 04 | 05 | 06 PRECINCT DESIGN

6.4 WEST PRECINCT

6.4.0 OVERVIEW

- The Precinct will provide opportunities to connect with the adjacent Warner Reserve through the Mile Creek corridor and the finer local street network.
- The intersection of the Main and Secondary boulevards could accommodate higher built form to act as a gateway into Sandown for incoming traffic off Princes Highway.
- The Main Boulevard will be a key feature of the precinct and will provide direct access to public transport options and the Primary Activity Node.

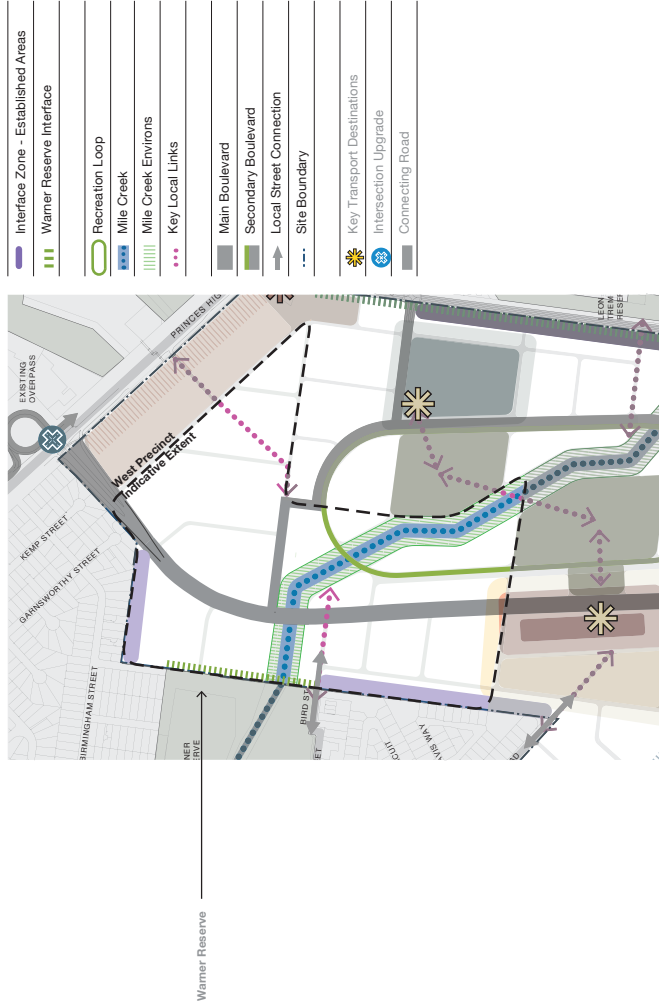


Figure 6.4.1 Framework Plan with indicative precinct extent

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.4 WEST PRECINCT

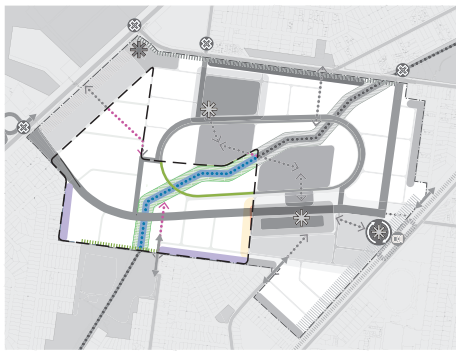
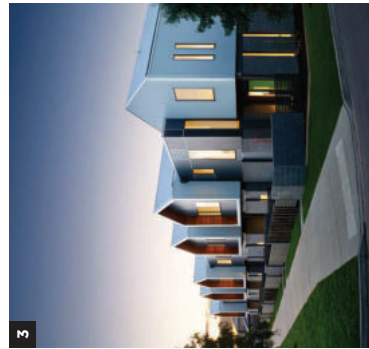


Figure 6.4.2
 Key Plan highlighting the West Precinct

6.4.1 BUILT FORM OVERVIEW

- The West Precinct will be predominantly residential. It's characterised with low to medium built form towards the site boundary to the north and west. Higher residential towers with active podiums are located deeper into the precinct. These will define the edges of the Main and Secondary Boulevards.
- Development in the precinct should offer a diversity of residential typologies and dwelling sizes to cater for different household types.
- Architectural design of residential development should offer diversity and avoid repetitive design. This is to create a sense of individual identity for residents to their buildings.
- Architectural design of the buildings in the intersection area of the Main and Secondary Boulevard should be of high quality and prominence to mark the area as a gateway into the development.
- Large developments must adopt a design which breaks up massing to allow for architectural diversity and a improved relationship with the pedestrian scale.
- Tower orientation and massing should maximize solar access to the public realm.
- Where possible, habitable room windows must be oriented towards the public realm and fencing must allow for visual connections. This will encourage passive surveillance and promote a perceived sense of safety.
- Refuse storage must be integrated into the built form design and reduce its visibility from the public realm.
- Built form fronting the Main Boulevard, Secondary Boulevards, Connector Road or Local Street must refer to the guidelines in Section 4.1.
- Built form fronting Major Open Space Node, Plaza or Neighbourhood Passive Park must refer to the guidelines in Section 4.2
- Built form fronting the Recreation Loop must refer to the guidelines in Section 4.3
- Built form fronting the Mile Creek Corridor must refer to the guidelines in Chapter 5.0



Reference images - typical built form and landscape treatment for the precinct

1. Caulfield Village by ARM Architecture
2. Peppercorn Apartments by Bower Architecture
3. Alarsh Townhouses by SJB

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.4 WEST PRECINCT

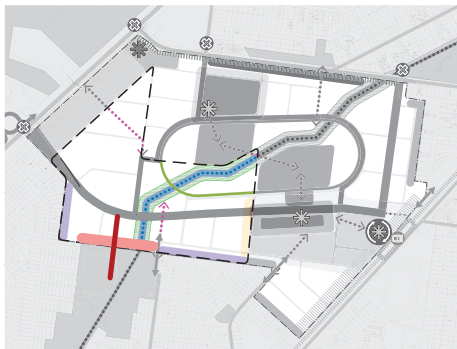


Figure 6.4.3
 Key Plan highlighting the Open Space
 Interface Zone

6.4.2 OPEN SPACE INTERFACE

- The site's direct interface with Warner Reserve presents a unique opportunity to connect it to the wider open spaces network and provide greater amenity for residents.
- Local street networks and future subdivision is to provide multiple publicly accessible pedestrian and bicycle links to Warner Reserve.
- The design of bicycle and pedestrian paths developed as part of the Mile Creek Corridor will allow connection to the movement network within Warner Reserve.
- Due to the proximity to established areas and to mitigate overshadowing to Warner Reserve, development fronting the reserve will consist of buildings up to 4 storeys.
- Where possible, adjacent development should orient habitable rooms towards the reserve to provide passive surveillance and leverage views to the reserve for nearby development.
- If a road separates built form from the reserve, a maximum setback of 2m is required for built form.
- When development directly adjoins the reserve, fencing should allow for passive surveillance from habitable room windows onto the park.

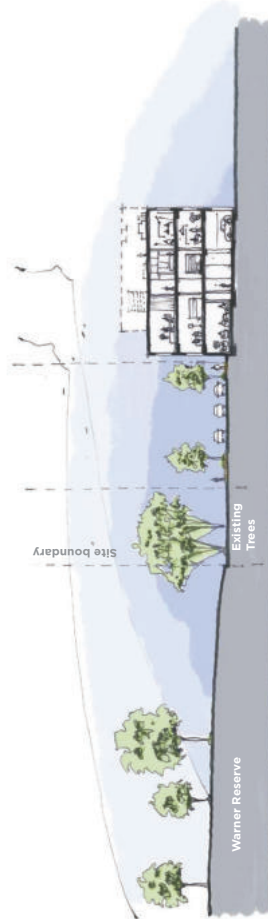


Figure 6.4.4 Warner Reserve Interface - Typical

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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6.4 WEST PRECINCT

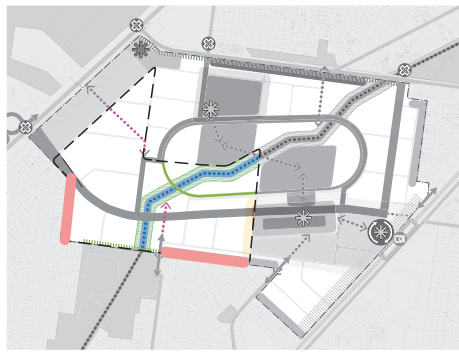


Figure 6.4.5
 Key Plan highlighting the Established Areas Interface Zone

6.4.3 ESTABLISHED AREAS INTERFACE
 The precinct interfaces directly with existing built form to the north and west. Single storey dwellings off Birmingham Street abut the site directly. Some properties in the area will potentially be re-developed as double storey dwellings. To the west, double storey dwellings about the site off Davis Way. Similarly, future developments on Moishie Circuit will be of identical character. There are a number of low rise light industrial properties fronting Bird Street.

To mitigate the impact of new development on established areas and preserve its character, new development within the Established Areas Interface Zones will be of lower built form. Built form height will gradually increase farther into the site and away from the existing low built form. This height gradient will mitigate problems of overlooking and overshadowing to adjacent existing private open space and habitable room windows.

Distancing higher buildings from the interface area will also reduce their visual impact when viewed at street level from surrounding streets, such as Birmingham Street, preserving those area's low residential character.

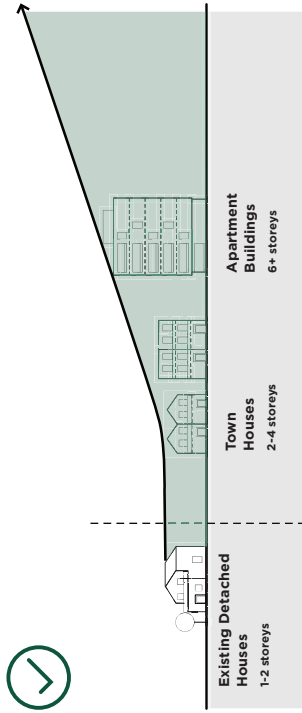


Figure 6.4.6 Diagrammatic section showing built form height towards low rise existing dwellings. Built form height will avoid overlooking and overshadowing onto habitable rooms of adjacent properties

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

THE SANDOWN DESIGN GUIDE HAS BEEN PREPARED FOR THE MELBOURNE RACING CLUB (MRC) IN CONJUNCTION WITH:

- » **Fidun** Project Director
- » **Urbis** Planning Consultants
- » **Openwork** Landscape architecture
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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

POLICY & STRATEGY

**PLANNING SCHEME AMENDMENT C229 - SANDOWN RACECOURSE
URBAN RENEWAL PROJECT**

ATTACHMENT 6

**SANDOWN RACECOURSE DEVELOPMENT
CONTRIBUTIONS PLAN (2020)**

PAGES 46 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



SANDOWN RACECOURSE

DEVELOPMENT CONTRIBUTIONS PLAN

DECEMBER 2020

MELBOURNE RACING CLUB

Urban Enterprise Urban Planning / Land Economics / Tourism Planning / Industry Software

www.urbanenterprise.com.au

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

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FILENAME: Sandown DCP Amended Report Version 1.9 221220

VERSION: 1

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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

CONTENTS

1. INTRODUCTION	1
1.1. BACKGROUND	1
1.2. INFRASTRUCTURE DELIVERY	1
1.3. THE DCP AREA	1
1.4. DCP TIMELINE	1
2. STATUTORY FRAMEWORK.....	3
2.1. PLANNING AND ENVIRONMENT ACT 1987	3
2.2. STATE PLANNING POLICY CONTEXT	3
2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES	4
3. LOCAL STRATEGIC CONTEXT	5
3.1. LOCAL PLANNING CONTEXT	5
3.2. SUPPORTING STUDIES	6
4. NEED AND NEXUS	7
4.1. INTRODUCTION	7
4.2. NEED	7
4.3. NEXUS	7
4.4. PROPOSED DEVELOPMENT	7
4.5. INFRASTRUCTURE USAGE NEXUS	9
4.6. DEMAND UNITS	9
5. INFRASTRUCTURE ITEMS.....	10
5.1. COMMUNITY INFRASTRUCTURE ITEMS	10
5.2. DEVELOPMENT INFRASTRUCTURE ITEMS	10
5.3. ITEMS NOT FUNDED BY THE DCP	14
6. CALCULATION OF LEVIES	15
6.1. METHOD OF CALCULATING LEVIES	15
6.2. PROJECT COSTS	15
6.3. EXTERNAL APPORTIONMENT	15
6.4. CALCULATION OF LEVIES	15
6.5. LEVY RATES	17
7. ADMINISTRATION AND IMPLEMENTATION	18
7.1. INDEXATION OF LEVIES	18
7.2. COLLECTING AGENCY	18
7.3. DEVELOPMENT AGENCY	18
7.4. COLLECTION OF LEVIES	18
7.5. ADMINISTRATIVE PROCEDURES	19
7.6. PROVISION OF LAND AND WORKS IN-KIND	20
APPENDICES	21

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDIX A STAGING PLAN	22
APPENDIX B ROAD AND INTERSECTION LAYOUT PLANS AND COSTINGS	23
FIGURES	
FIGURE 1 SITE LOCATION AND BOUNDARIES	2
FIGURE 2 SANDOWN RACECOURSE FRAMEWORK PLAN	5
FIGURE 3 LOCATION OF INFRASTRUCTURE ITEMS	11
TABLES	
TABLE 1 DCP LAND BUDGET	8
TABLE 2 ESTIMATED DWELLING YIELD	8
TABLE 3 INFRASTRUCTURE USAGE NEXUS	9
TABLE 4 DEVELOPMENT YIELD AND EQUIVALENT DEMAND UNITS	9
TABLE 5 INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION	12
TABLE 6 LEVY CALCULATION BY INFRASTRUCTURE ITEM	16
TABLE 7 LEVIES BY LEVY TYPE AND INFRASTRUCTURE CATEGORY	17
TABLE 8 LEIVES PAYABLE BY LAND USE	17

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

1. INTRODUCTION

1.1. BACKGROUND

This Sandown Development Contributions Plan (DCP) has been developed to support the funding of infrastructure to support the future development of the Sandown Racecourse (the **site**).

The DCP supports the objectives of the Planning Policy Framework, particularly Clause 19.03-1S, the objective of which is "to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contribution plans".

Improved social, economic, environmental and urban design outcomes are achieved through the provision of infrastructure early in the life of a new development. The delivery of key infrastructure in a timely and efficient manner is fundamental to sustainable outcomes in urban renewal sites such as Sandown Racecourse.

1.2. INFRASTRUCTURE DELIVERY

A number of reports have been prepared to identify the infrastructure items required to support development of the site, including roads, intersections, open space and community facilities. These reports are itemised in Section 3.2.

The infrastructure included in the DCP has been identified as required to support development of the entire site. This DCP will enable collection of levies to ensure that shared infrastructure identified in the background reports is funded to enable Council and developers to provide the infrastructure.

This DCP is not the sole source of funding for all infrastructure in the site. The full range of infrastructure identified will only be delivered if infrastructure is provided by a variety of funding sources.

The infrastructure items will be provided through a number of mechanisms including:

- Subdivision and development construction works by developers;
- Development contributions (as shown in this DCP);
- Utility service provider contributions; and
- Capital works projects by Council and state government agencies.

Decisions have been made about the type of infrastructure which will be funded by this DCP, and these decisions are in line with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans*.

1.3. THE DCP AREA

The site is located in the suburb of Springvale, within the City of Greater Dandenong and is bounded by Princes Highway to the north, Lightwood Road to the south, Corrigan Road to the east and existing residential development and open space to the west.

The site is proposed to be developed in the future to support a mix of residential, commercial, community and retail activities. The site includes 112.25 ha of total site area, with the boundaries shown in Figure 1.

1.4. DCP TIMELINE

For the purposes of the DCP a 30-year life has been adopted. This period commences from the date that the DCP is incorporated into the Greater Dandenong Planning Scheme. The 30-year timeframe has been selected to reflect the expected long-term nature of development in the site.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

FIGURE 1 SITE LOCATION AND BOUNDARIES



Source: Melbourne Racing Club

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

2. STATUTORY FRAMEWORK

2.1. PLANNING AND ENVIRONMENT ACT 1987

Part 3B of the Planning and Environment Act 1987 outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for, amongst other things:

- The inclusion of a DCP in the planning scheme, for the purpose of levying contributions for the provision of works, services and facilities (section 46I);
- The provision to impose either a development infrastructure levy or a community infrastructure levy (section 46J);
- The contents required of a DCP (Section 46K);
- The setting of limits in respect of a community infrastructure levy. In the case of the construction of a dwelling, the community levy must not exceed \$1,150 (indexed to \$1,190 for the 2019-20 financial year) per dwelling (section 46L);
- The provision for the Minister to issue written directions relating to the preparation and content of a DCP (section 46M);
- The collection of a development infrastructure levy, by way of a condition on a planning permit either requiring the payment of a levy within a specified time, or entering into an agreement to pay the levy within a specified time (section 46N).

2.2. STATE PLANNING POLICY CONTEXT

The Ministerial Direction on the Preparation and Content of Development Contributions Plans (11 October 2016) outlines what may be funded with a development contribution levy, namely:

- Acquisition of land for roads, public transport corridors, drainage, public open space, community facilities
- Construction of roads, including bicycle, footpaths and traffic management and control devices;
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops;
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment;
- Drainage works; and
- Buildings and works for or associated with the construction of maternal and child health centre, child care centre, kindergarten or a combination of these.

The Ministerial Direction states that a DCP must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for a non-government school or housing provided by or on behalf of the Department of Health and Human Services.

The Direction also states that the Minister may grant exemptions from the need to comply with this Direction (in relation to a particular DCP) and that any exemption granted may be subject to conditions.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

2.3. DEVELOPMENT CONTRIBUTIONS GUIDELINES

The Victorian State Government has published a set of documents which make up the *Development Contributions Guidelines (2007)*. The *Development Contributions Guidelines (2007)* are available through the Department of Environment, Land, Water and Planning (DELWP) website. These documents provide guidance as to how DCPs are to be prepared and administered including the matters that DCPs are to consider.

This DCP has been developed in accordance with the provisions of Part 3B of the *Planning and Environment Act (1987)* and the *Development Contributions Guidelines (2007)*.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

3. LOCAL STRATEGIC CONTEXT

3.1. LOCAL PLANNING CONTEXT

The site will be developed in accordance with a Comprehensive Development Plan (CDP) which applies to all land in the site. The CDP Framework Plan is shown in Figure 2.

FIGURE 2 SANDOWN RACECOURSE FRAMEWORK PLAN



Source: NH Architecture, 2020.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

3.2. SUPPORTING STUDIES

A number of supporting studies have been prepared which identify the need, standard and costs for the infrastructure items that are to be included in this DCP.

The strategic documents that have informed the provision of infrastructure items to be funded by the DCP are:

- Development:
 - *Proposed Land Budget Breakdown* (MRC, September 2019);
 - *Sandown Racecourse Comprehensive Development Plan* (Urbis, December 2018);
 - *Clause 37.02 Comprehensive Development Zone* (Urbis, December 2018).
 - *Sandown Racecourse Planning Scheme Amendment Retail and Economic Report* (Deep End, November, 2018).
- Transport:
 - *Sandown Racecourse – Integrated Transport Plan Memo V161957* (Cardno, 13 November 2018);
 - *Preliminary Estimate of Development Costs V161957* (Cardno, 20 August 2019).
- Community:
 - *Sandown Racecourse Urban Renewal Site – Review of Community Facility Requirements* (ASR, September 2019);
 - *Sandown Racecourse Kindergarten Review* (ASR, November 2020).
- Open Space:
 - *Sandown Racecourse – Review of Open Space Requirements* (ASR, September 2019).

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4. NEED AND NEXUS

4.1. INTRODUCTION

This section identifies the relationship between the proposed development, infrastructure required to support development, and the approach to apportioning the cost of infrastructure items based on the principles of need and nexus.

4.2. NEED

The need for a range of infrastructure items to be funded by the DCP has been identified based on the local strategic context and supporting studies. Each item is needed in order to provide for the wellbeing, health and safety of the future residents of the site.

4.3. NEXUS

The approach to apportioning the cost of each DCP infrastructure item relies on the nexus principle. The site is deemed to have a nexus with an infrastructure item if the residents of the site are likely to make use of the infrastructure item.

For each infrastructure item in this DCP, residents of the entire site are identified as likely to make use of the item. Therefore, the Main Catchment Area (**MCA**) for this DCP has the same boundaries as the site boundaries, and all properties in the MCA will make a contribution towards all DCP infrastructure items on an equitable basis.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, equivalence ratios are applied to create demand units for levies in this DCP.

The land area within the MCA is outlined in the following section.

4.4. PROPOSED DEVELOPMENT

The site is proposed to be developed in the future as an urban renewal precinct to accommodate medium to high-density residential use, supported by retail, commercial, community and open space uses.

LAND BUDGET

The land budget for the site is shown in Table 1, with a total site area of 112.25 hectares and a Net Developable Area (NDA) of 85.84 hectares. At present, the site is in single ownership.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TABLE 1 DCP LAND BUDGET

	Area (ha)	% Site Area	% NDA
Site Area	112.25	100.0%	
Uncredited Open Space			
<i>Encumbered Open Space (Mile Creek)*</i>	5.00	4.5%	5.8%
<i>Encumbered Open Space (Mile Creek Environs)*</i>	3.00	2.7%	3.5%
Sub-total Uncredited Open Space	8.00	7.1%	9.3%
Credited Open Space			
<i>Unencumbered Open Space – active (DCP)</i>	7	6.2%	8.2%
<i>Unencumbered Open Space – passive (Clause 53.01)</i>	1.7	1.5%	2.0%
Sub-total Credited Open Space	8.7	7.8%	10.1%
Community Infrastructure			
<i>Indoor Sports Centre (DCP)</i>	1	0.9%	1.2%
<i>School</i>	3.5	3.1%	4.1%
<i>Community Facilities (DCP)</i>	0.8	0.7%	0.9%
Sub-total community infrastructure	5.3	4.7%	6.2%
Other			
<i>Heritage Area</i>	4.18	3.7%	4.9%
<i>Intersection Land (DCP)</i>	0.23	0.2%	0.3%
Sub-total Other	4.41	3.9%	5.1%
Net Developable Area	85.84	76.5%	100.0%

Source: Melbourne Racing Club, 2020.

*Mile Creek and Police Road Drain are subject to final design

DWELLING YIELD

Future development of the site is expected to result in a dwelling yield in the order of 7,500 dwellings, comprising a mix of townhouse and apartment dwellings. These dwellings are expected to accommodate a total population of 16,000 people, at an average household size of approximately 2.1 people per dwelling.

TABLE 2 ESTIMATED DWELLING YIELD

DWELLING TYUPE	DWELLINGS	% OF TOTAL
Townhouse	2,250	30%
Apartments	5,250	70%
Total Dwellings	7,500	100%

Source: Position Paper – Number 2, MRC, 2018.

RETAIL AND COMMERCIAL LAND USE

An economic assessment (Deep End Services, 2018) identified the need for up to 20,000sqm of Net Lettable Area (NLA) on the site for retail and commercial purposes, including 12,000sqm of retail space and up to 8,000 sqm for commercial purposes.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

4.5. INFRASTRUCTURE USAGE NEXUS

Different land uses in the site will make use of different infrastructure types. For this DCP, the following infrastructure usage nexus has been adopted on the basis that retail and commercial floorspace is considerably less likely to make regular use of community and active open space facilities than residents of the area.

TABLE 3 INFRASTRUCTURE USAGE NEXUS

LAND USE	RESIDENTIAL	RETAIL	COMMERCIAL
Roads and intersections	Yes	Yes	Yes
Open space	Yes	No	No
Community Facilities	Yes	No	No
Planning costs	Yes	Yes	Yes

Source: Urban Enterprise, 2019.

4.6. DEMAND UNITS

A Demand Unit is the unit by which infrastructure costs are divided in order to calculate a DCP levy. This DCP adopts an 'Equivalent Dwelling' as the demand unit for calculating levies.

This approach reflects the fact that the site will ultimately yield a mix of dwellings, retail floorspace and commercial floorspace which will create different demands on infrastructure. Non-residential floorspace has been converted into equivalent dwellings for the purpose of calculating levies by using the Standard Equivalence Ratios for roads specified in the Development Contributions Guidelines as shown in Table 4.

TABLE 4 DEVELOPMENT YIELD AND EQUIVALENT DEMAND UNITS

LAND USE	BASE UNIT	YIELD	EQUIVALENCE RATIO	DEMAND UNITS
Residential	Dwellings	7,500	1:1	7,500
Retail	Floorspace (sqm)	12,000	19:1	632
Commercial	Floorspace (sqm)	8,000	121:1	66
Total				8,198

Source: Urban Enterprise.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

5. INFRASTRUCTURE ITEMS

5.1. COMMUNITY INFRASTRUCTURE ITEMS

One item (SR-01p – Sports pavilion) is to be funded by the Community Infrastructure Levy (CIL). All other items are to be funded under the Development Infrastructure Levy (DIL).

5.2. DEVELOPMENT INFRASTRUCTURE ITEMS

The following infrastructure types were identified in supporting studies as required to support the development:

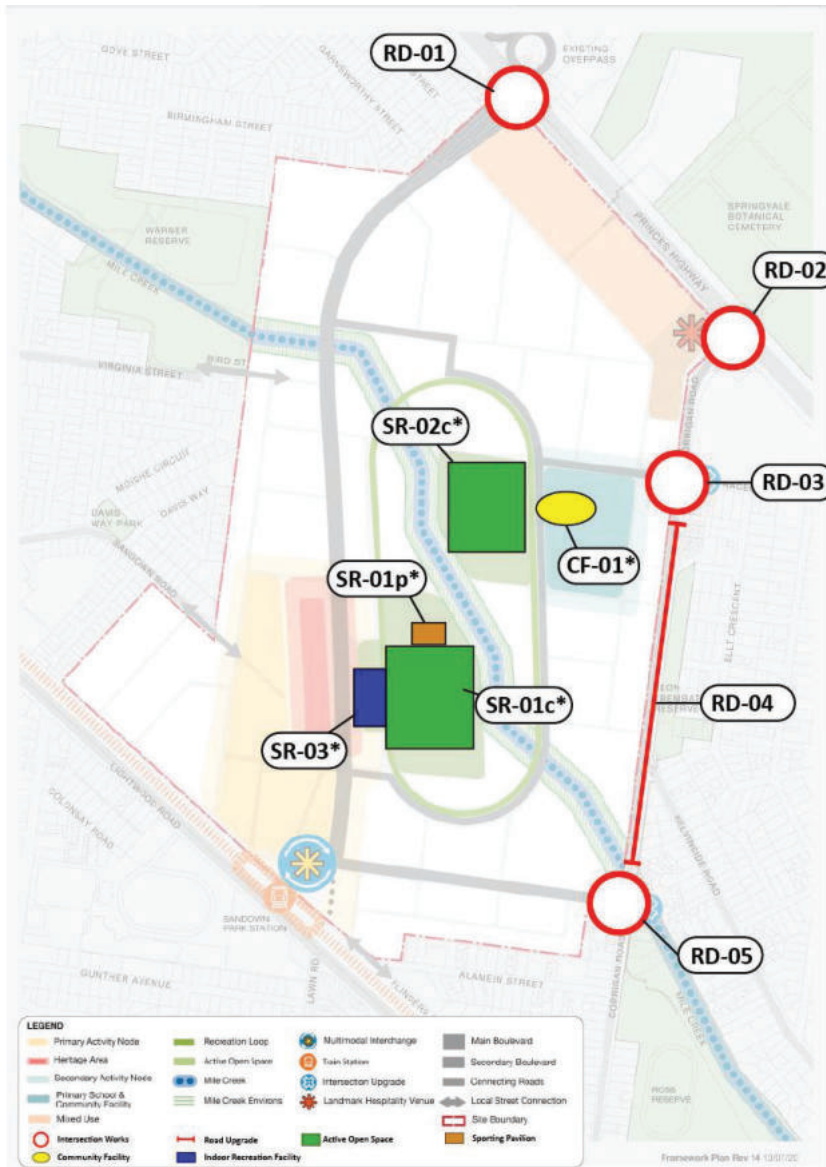
- Roads and intersections;
- Active open space within the site;
- Community facilities within the site; and
- Planning costs.

The location of each infrastructure project is shown on the map in Figure 3. Table 5 provides a summary of the infrastructure items in the DCP, the strategic justification for the item and the trigger for item delivery.

The timing of infrastructure delivery is generally expected to depend on the staging of the development which, given the large scale of the precinct, may vary over time. An indicative Staging Plan has been prepared and is shown in Appendix A. The Staging Plan shows 4 precincts (East, West, Town Centre and Princes) and twelve stages marked A to L. Some of the indicative DCP infrastructure triggers are linked to the development of these stages.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

FIGURE 3 LOCATION OF INFRASTRUCTURE ITEMS



Source: Urban Enterprise, 2020.

*Locations of CF-01, SR-01p, SR-01c, SR-02c and SR-03 are indicative and not confirmed. Areas are not to scale

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TABLE 5 INFRASTRUCTURE ITEMS AND STRATEGIC JUSTIFICATION

PROJECT CODE	PROJECT NAME AND DESCRIPTION	PROJECT STRATEGIC JUSTIFICATION	DELIVERY TRIGGER
TRANSPORT			
RD-01	Upgrade overpass at Princes Highway and Racecourse Drive (SK-007) Upgrade of intersection works including modification to left-turn lanes, left slip lane and overpass works. Upgrade of existing shared path works included.	This item is required to meet the basic transport needs of the new community as identified in the Traffic Impact Assessment.	<ul style="list-style-type: none"> Prior to Statement of Compliance for any dwelling within the Western Precinct, or alternative trigger as agreed with Council if access arrangements and development stages vary.
RD-02	Upgrade intersection at Princes Highway and Corrigan Road (SK-008) Modification to existing left-in, left-out slip lane treatment. Construction of proposed left turn land at Proposed Access Road.	This item is required to meet the basic transport needs of the new community as identified in the Traffic Impact Assessment.	<ul style="list-style-type: none"> When development in the precinct taking access from Corrigan Rd generates traffic movements which result in the need to upgrade the intersection, as determined by a Traffic Impact Assessment at Precinct Planning.
RD-03	New access intersection at Racecourse Road and Corrigan Road (SK-0012) Construction of a new 4-way signalised intersection to provide access to the subject site including land acquisition within site (830sqm)	This item is required to meet the basic transport needs of the new community as identified in the Traffic Impact Assessment.	<p>Either:</p> <ul style="list-style-type: none"> Prior to Statement of Compliance for the first dwelling in Stage C or G of the Eastern Precinct taking access from Corrigan Road; or Prior to the Statement of Compliance for the 4,000th dwelling anywhere in the DCP area which takes access from the Princes Highway overpass (RD-01), whichever is earlier, or Alternative trigger as agreed with Council if access arrangements and development stages vary.
RD-04	Corrigan Road Upgrade (SK-0013) Upgrade Corrigan Road to 4-lane arterial road between Racecourse Road and Allister Street including upgrade to bridge at Mile Creek.	This item is required to meet the basic transport needs of the new community as identified in the Traffic Impact Assessment.	<ul style="list-style-type: none"> Prior to Statement of Compliance which creates: <ul style="list-style-type: none"> the first dwelling in Stage H or I of the Eastern Precinct taking access from Corrigan Road; the first dwelling in the Town Centre precinct taking access from Corrigan Road; the 1,900th dwelling anywhere in the DCP area taking access from Corrigan Road (RD-03); whichever is earlier, or Alternative trigger as agreed with Council if access arrangements and development stages vary.
RD-05	New access intersection near Allister Road and Corrigan Road (SK-0014) Construction of 3-way signalised intersection to provide access to the subject site, including land acquisition within the site (1,500sqm).	This item is required to meet the basic transport needs of the new community as identified in the Traffic Impact Assessment.	<ul style="list-style-type: none"> Prior to Statement of Compliance which creates: <ul style="list-style-type: none"> the first dwelling in Stage H or I of the Eastern Precinct taking access from Corrigan Road; the first dwelling in the Town Centre precinct taking access from Corrigan Road; the 1,900th dwelling anywhere in the DCP area taking access from Corrigan Road (RD-03); whichever is earlier, or Alternative trigger as agreed with Council if access arrangements and development stages vary.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

PROJECT CODE	PROJECT NAME AND DESCRIPTION	PROJECT STRATEGIC JUSTIFICATION	DELIVERY TRIGGER
COMMUNITY AND RECREATION			
CF-01	New on-site community Facility Construction of multi-purpose Community Centre, including a triple room kindergarten facility (3-year-old), a dual room kindergarten facility (4-year-old), integrated early years facility (including occasional child care), dual nurse maternal child health facility, flexible community meeting spaces. (land area 0.8 ha, approx. 1,900 sqm floor area).	This item is required to meet the basic community facility needs of the new community as identified in the Community Facilities Requirements assessment.	Prior to Statement of Compliance which creates the 5,000th dwelling or earlier provision by Council at Council's discretion.
SR-01c	New on-site active open space reserve – Land and Construction for one active open space reserve 4 hectares in size catering for AFL/Cricket ovals (4ha total).	This item is required to meet the basic open space needs of the new community as identified in the Open Space Requirements assessment.	Prior to Statement of Compliance which creates the 3,000th dwelling or earlier provision by Council at Council's discretion.
SR-01p	New on-site active open space reserve – Pavilion associated with SR-01 (estimated standard building area of 450sqm)	This item is required to meet the basic open space needs of the new community as identified in the Open Space Requirements assessment.	Prior to Statement of Compliance which creates the 5,000th dwelling or earlier provision by Council at Council's discretion.
SR-02c	New on-site active open space reserve – Land and Construction for one active open space reserve 3 hectares in size catering for soccer (2 pitches) overlaid by one cricket oval and/or potentially netball courts (3ha).	This item is required to meet the basic open space needs of the new community as identified in the Open Space Requirements assessment.	Prior to Statement of Compliance which creates the 5,000th dwelling or earlier provision by Council at Council's discretion.
SR-03	New on-site indoor recreation facility – Land for indoor recreation facility (1ha)	This item is required to meet the basic open space needs of the new community as identified in the Open Space Requirements assessment.	Prior to Statement of Compliance which creates the 5,500th dwelling or earlier provision by Council at Council's discretion.

Source: Urban Enterprise, based on various supporting documents prepared by Cardno and ASR Research, 2018.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

5.3. ITEMS NOT FUNDED BY THE DCP

This DCP does not fund the following items which are to be delivered by developers:

- Local and connector roads and intersections (land and construction);
- Passive open space land (to be funded through Clause 53.01) and improvements (to be funded by development proponents);
- Drainage works and watercourse upgrades through a separate funding mechanism established at Precinct Planning; and
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6. CALCULATION OF LEVIES

6.1. METHOD OF CALCULATING LEVIES

The method of levy calculation is described in this section.

6.2. PROJECT COSTS

Each item in the DCP has a cost specified for capital works and/or land listed in Table 6. The costs are expressed in September 2018 values and will be indexed annually in accordance with the method specified in this DCP.

6.3. EXTERNAL APPORTIONMENT

The cost of each infrastructure item has been apportioned based upon the likelihood that an item will be used by residents and workers within the MCA. The DCP does not include any infrastructure items which are apportioned to areas outside the site (external apportionment).

6.4. CALCULATION OF LEVIES

The cost attributable to the MCA for each infrastructure item is divided by the number of demand units (equivalent dwellings) for that item to calculate a levy.

The levy amounts for each item are then aggregated to form overall levies per demand unit for the MCA in the following four categories:

- Residential Community Infrastructure Levy;
- Residential Development Infrastructure Levy;
- Retail Development Infrastructure Levy; and
- Commercial Development Infrastructure Levy.

Levy calculations are shown in Table 6.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TABLE 6 LEVY CALCULATION BY INFRASTRUCTURE ITEM

PROJECT CODE	PROJECT NAME	LAND COST	CONSTRUCTION COST	TOTAL PROJECT COST	EXTERNAL %	COST TO MCA	DEMAND UNITS	DI LEVY AMOUNT	CI LEVY AMOUNT
TRANSPORT									
RD-01	Upgrade overpass at Princes Highway and Racecourse Drive (SK-007)	\$0.00	\$1,563,672.50	\$1,563,672.50	0%	\$1,563,672.50	8,198	\$190.74	
RD-02	Upgrade intersection at Princes Highway and Corrigan Road (SK-008)	\$0.00	\$2,592,200.26	\$2,592,200.26	0%	\$2,592,200.26	8,198	\$316.20	
RD-03	New access intersection at Racecourse Road and Corrigan Road (SK-0012)	\$154,142.86	\$1,430,000.00	\$1,584,142.86	0%	\$1,584,142.86	8,198	\$193.24	
RD-04	Corrigan Road Upgrade (SK-0013)	\$0.00	\$2,932,995.00	\$2,932,995.00	0%	\$2,932,995.00	8,198	\$357.77	
RD-05	New access intersection at Allister Road and Corrigan Road (SK-0014)	\$278,571.43	\$3,201,344.22	\$3,479,915.65	0%	\$3,479,915.65	8,198	\$424.48	
Subtotal		\$432,714.29	\$11,720,210.98	\$12,152,925.27		\$12,152,925.27		\$1,482.42	
COMMUNITY AND RECREATION									
CF-01	New on-site community facility	\$1,485,714.29	\$10,905,342.00	\$12,391,056.29	0%	\$12,391,056.29	7,500	\$1,652.14	
SR-01c	New on-site active open space reserve	\$7,428,571.43	\$4,400,000.00	\$11,828,571.43	0%	\$11,828,571.43	7,500	\$1,577.14	
SR-01p	Active Open Space Reserve – on-site pavilion	\$0.00	\$1,710,000.00	\$1,710,000.00	0%	\$1,710,000.00	7,500		\$228.00
SR-02c	New on-site active open space reserve	\$5,571,428.57	\$3,300,000.00	\$8,871,428.57	0%	\$8,871,428.57	7,500	\$1,182.86	
SR-03	New on-site indoor recreation facility	\$1,857,142.86	\$0.00	\$1,857,142.86	0%	\$1,857,142.86	7,500	\$247.62	
Subtotal		\$16,342,857.14	\$20,315,342.00	\$36,658,199.14		\$36,658,199.14		\$4,659.76	\$228.00
Total		\$16,775,571.43	\$32,035,553.98	\$48,811,125.41		\$48,811,125.41		\$6,142.19	\$228.00

Source: Urban Enterprise.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

6.5. LEVY RATES

A summary of the DIL and CIL payable per demand unit is outlined in Table 7. These levies are in September 2018 dollars.

The levies for each infrastructure item (and resulting totals) will be indexed annually in accordance with the method specified in Section 7.

All development is subject to the DIL, while only residential development is subject to CIL. In some cases, implementing a CIL levy is not practical and it can be agreed that the value of the CIL be included under the DIL. The treatment of CIL in this case may be agreed upon by the land owners and Council.

TABLE 7 LEVIES BY LEVY TYPE AND INFRASTRUCTURE CATEGORY

INFRASTRUCTURE TYPE	DEVELOPMENT INFRASTRUCTURE LEVY			COMMUNITY INFRASTRUCTURE LEVY		
	Cost	Demand Units	DIL per Demand Unit	Cost	Demand Units	CIL per demand unit
Transport and planning	\$12,152,926.27	8,198	\$1,482.48			
Community and Recreation	\$34,948,199.14	7,500	\$4,659.76	\$1,710,000.00	7,500	\$228.00
Total	\$46,668,411.12		\$6,142.19	\$1,710,000.00		\$228.00

Source: Urban Enterprise. Note: 1 demand unit for retail = 19sqm, 1 demand unit for commercial = 121sqm.

Table 8 shows the levies payable by land use.

TABLE 8 LEIVES PAYABLE BY LAND USE

LAND USE	DIL PER DEMAND UNIT	CIL PER DEMAND UNIT	TOTAL PER DEMAND UNIT	TOTAL PER SQM
Residential	\$6,142.19	\$228.00	\$6,370.19	N/A
Retail	\$1,482.48	N/A	\$1,482.48	\$78.03
Commercial	\$1,482.48	N/A	\$1,482.48	\$12.25

Source: Urban Enterprise.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

7. ADMINISTRATION AND IMPLEMENTATION

7.1. INDEXATION OF LEVIES

Land values and construction costs listed in this DCP are in September 2018 dollars. They will be indexed annually according to the following method:

The development contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with all infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following method:
 - The capital costs of each infrastructure item must be adjusted by reference to the Building Price Index (Melbourne) published by Rawlinsons, or similar index if not available.
 - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year.
- In relation to the cost of land to be acquired under the DCP, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on valuation prepared by a qualified and registered valuer using the before and after method.
- The revised land value and the adjustment of the contributions must be calculated as of 1 July in each year.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

7.2. COLLECTING AGENCY

The Greater Dandenong City Council is the collecting agency pursuant to section 46K of the *Planning and Environment Act* (1987).

7.3. DEVELOPMENT AGENCY

The Greater Dandenong City Council is the development agency for all infrastructure items pursuant to section 46K of the *Planning and Environment Act* (1987). The Department of Transport may assume a Development Agency role for RD_01 and RD_02 if agreed with Council.

7.4. COLLECTION OF LEVIES

The DIL will be payable to and collected by the collecting agency, for the:

- Subdivision of land; or
- Development of land which requires a planning permit; or
- Development of land which does not require a planning permit, as set out in this DCP.

FOR SUBDIVISION OF LAND

A development infrastructure levy must be paid to the Collecting Agency for the land, after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of Statement of Compliance in respect to the relevant plan or, otherwise included in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance. Additionally, a Schedule of Development Contributions must be submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

contributions made in respect of prior stages to the satisfaction of the Collecting Agency or, otherwise included in an implementation agreement under Section 173 of the Act.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

FOR DEVELOPMENT OF LAND WHERE NO SUBDIVISION IS PROPOSED

Provided an infrastructure levy has not already been paid on the subject land, an infrastructure levy must be paid to the Collecting Agency. Payments must be in accordance with the provisions of the approved DCP for each demand unit (per dwelling/lot or floor area) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components).

The Collecting Agency may require that Development Infrastructure Levy contributions be made at either the planning permit or building permit stage. If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act or propose another arrangement acceptable to the Collecting Agency in respect of the proposed works and/or land to be provided in kind.

WHERE NO PLANNING PERMIT IS REQUIRED

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Prior to the commencement of any development, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the DCP for the land unless some other arrangement has been agreed to by Collecting Agency in a Section 173 agreement.
- If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which are proposed to be provided in kind.

7.5. ADMINISTRATIVE PROCEDURES

The collecting agency will undertake ongoing accounting and review of this DCP in terms of:

- The relevance of projects listed in the DCP;
- The level of contributions collected;
- The construction costs of infrastructure projects;
- The land costs of infrastructure projects;
- Updating the DCP to reflect any relevant amendments to the Planning and Environment Act (1987), or any new Ministerial Directions relating to development contributions.

A formal review of this DCP will be required every five years during the lifespan of the DCP.

Funds collected through development contributions will be held in a specific interest-bearing reserve account in accordance with the provisions of the *Planning and Environment Act (1987)*. All monies held in this account will be used solely for the provision of infrastructure as itemised in this DCP.

If Council resolves not to proceed with any of the infrastructure projects listed in this DCP, the responsible authority will comply with section 46(Q) of the *Planning and Environment Act (1987)*.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

7.6. PROVISION OF LAND AND WORKS IN-KIND

Payment of development contributions is to be made in cash (i.e. a financial contribution). Alternatively, infrastructure works and land may be provided by developers with a credit provided against their development contribution, subject to the agreement of the collecting agency.

The collecting agency may enter into Section 173 Agreements with landowners to formalise details of infrastructure items to be provided in-kind. All development infrastructure (including land) can be provided in-kind under this agreement.

Where a developer intends to undertake any DCP works in-kind, this must first be agreed to by the responsible authority.

In determining whether to agree to the provision of works in lieu of cash, the collecting agency will have regard to the following:

- Only works or land identified in the DCP can be provided in lieu of cash.
- Works must be provided to a standard that generally accords with the DCP unless agreed between the collecting agency and the developer.
- Detailed design must be approved by the collecting agency and generally accord with the standards outlined in the DCP unless agreed by the collecting agency and the developer.
- The construction of works must be completed to the satisfaction of the collecting agency.
- The impact on the DCP must be cost and revenue neutral.

Where the collecting agency agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided must equal the value identified in the DCP taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind cannot be offset against future levy payments, the developer must be reimbursed by the collecting agency for any excess credit at the time of provision in the DCP;
- Where a developer chooses to bring forward works ahead of the scheduled time in the DCP, this can be done provided the impact on the DCP is cost and revenue neutral; and
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with the method outlined in Section 7.1.

LAND

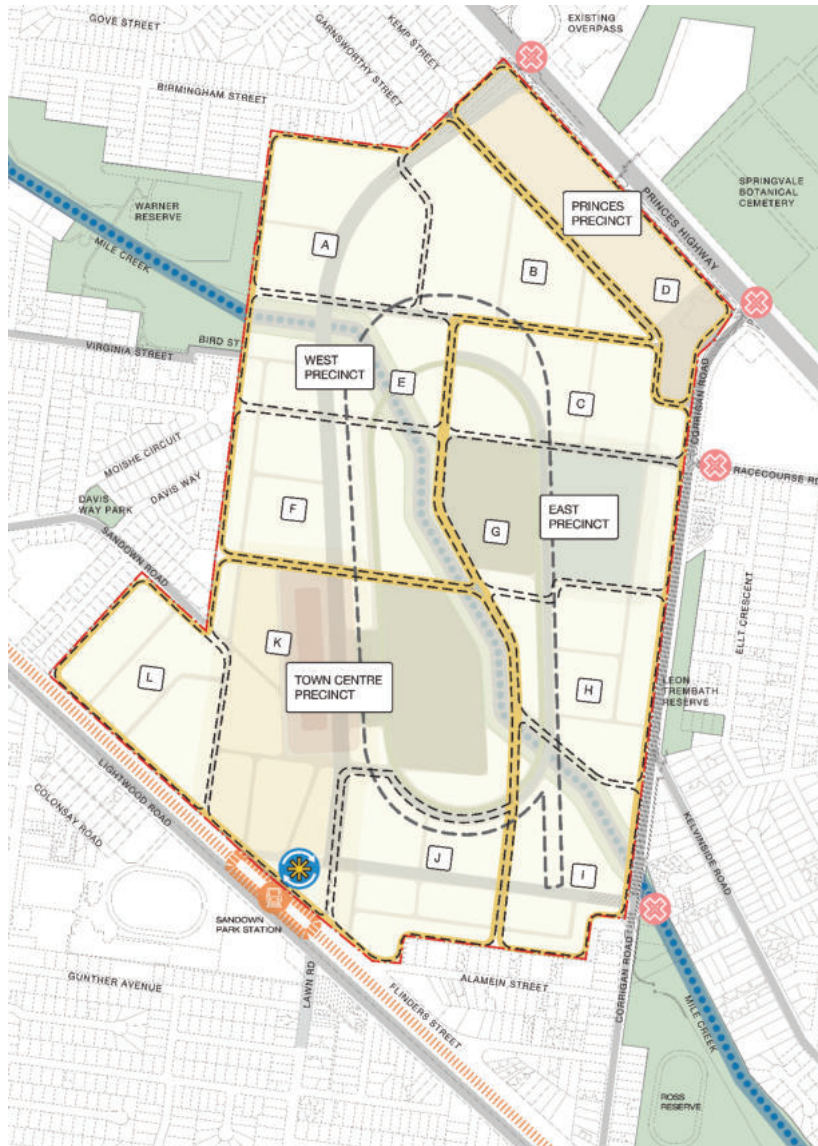
As with works-in-kind, the provision of land would be agreed between the developer and the responsible authority pursuant to Section 173 of the *Planning and Environment Act (1987)*. The value of the off-set for providing land will equal the value shown in the DCP, subject to indexation.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDICES

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDIX A STAGING PLAN

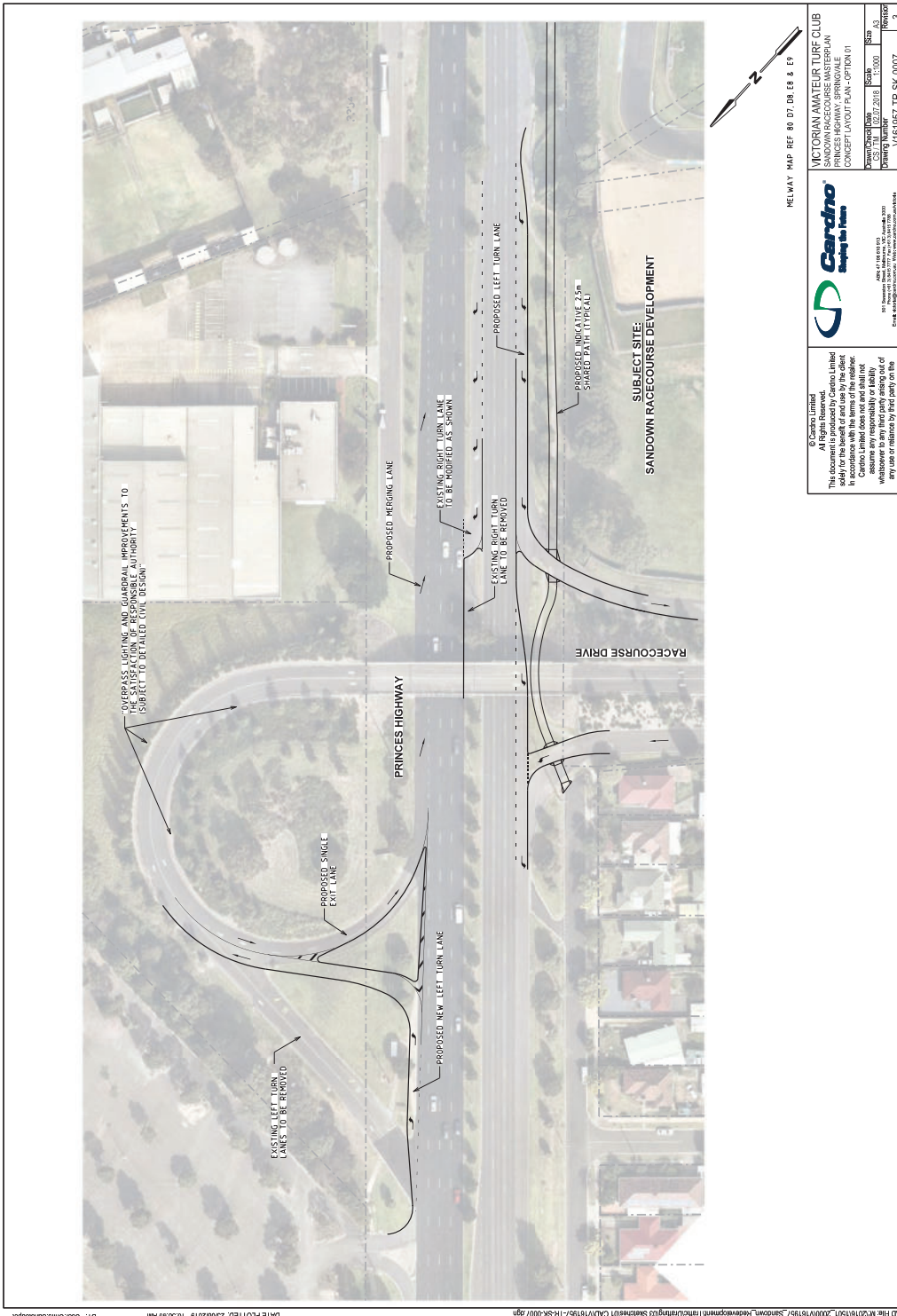


Source: NH Architecture, 2020.

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

APPENDIX B ROAD AND INTERSECTION LAYOUT PLANS AND COSTINGS

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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Project Name	VICTORIAN AMATEUR TURF CLUB
Project Description	SANDOWN RACECOURSE MASTERPLAN
Project Location	CONCEPT LAYOUT PLAN - OPTION 01
Scale	1:500
Drawn	08/07/2018
Checked	08/07/2018
Drawn Number	V161957-TR-SK-007
Revision	3

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



MELWAY MAP REF 90 07 08 E8 & E9

VICTORIAN AMATEUR TURF CLUB
 SANDOWN RACECOURSE WASTEPLAN
 SANDOWN RACECOURSE WASTEPLAN
 CONCEPT LAYOUT PLAN

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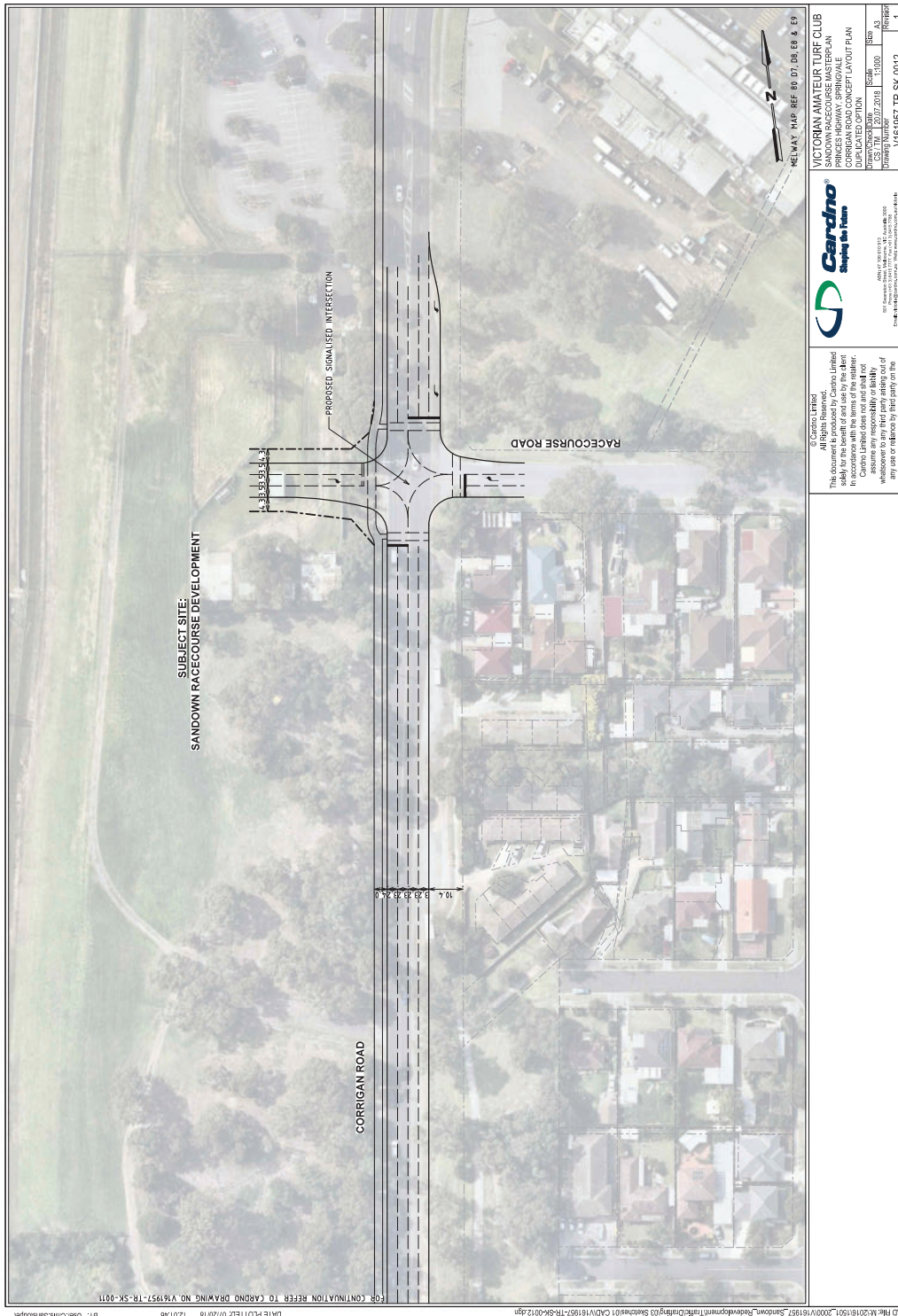
107 Dandenong Road, Dandenong, VIC 3175
 Phone: 03 9497 1000
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Project Number	VI16/1957-TR-SK-008
Sheet	AS
Scale	1:5000
Drawn	02/07/2018
Revised	
Revision	1

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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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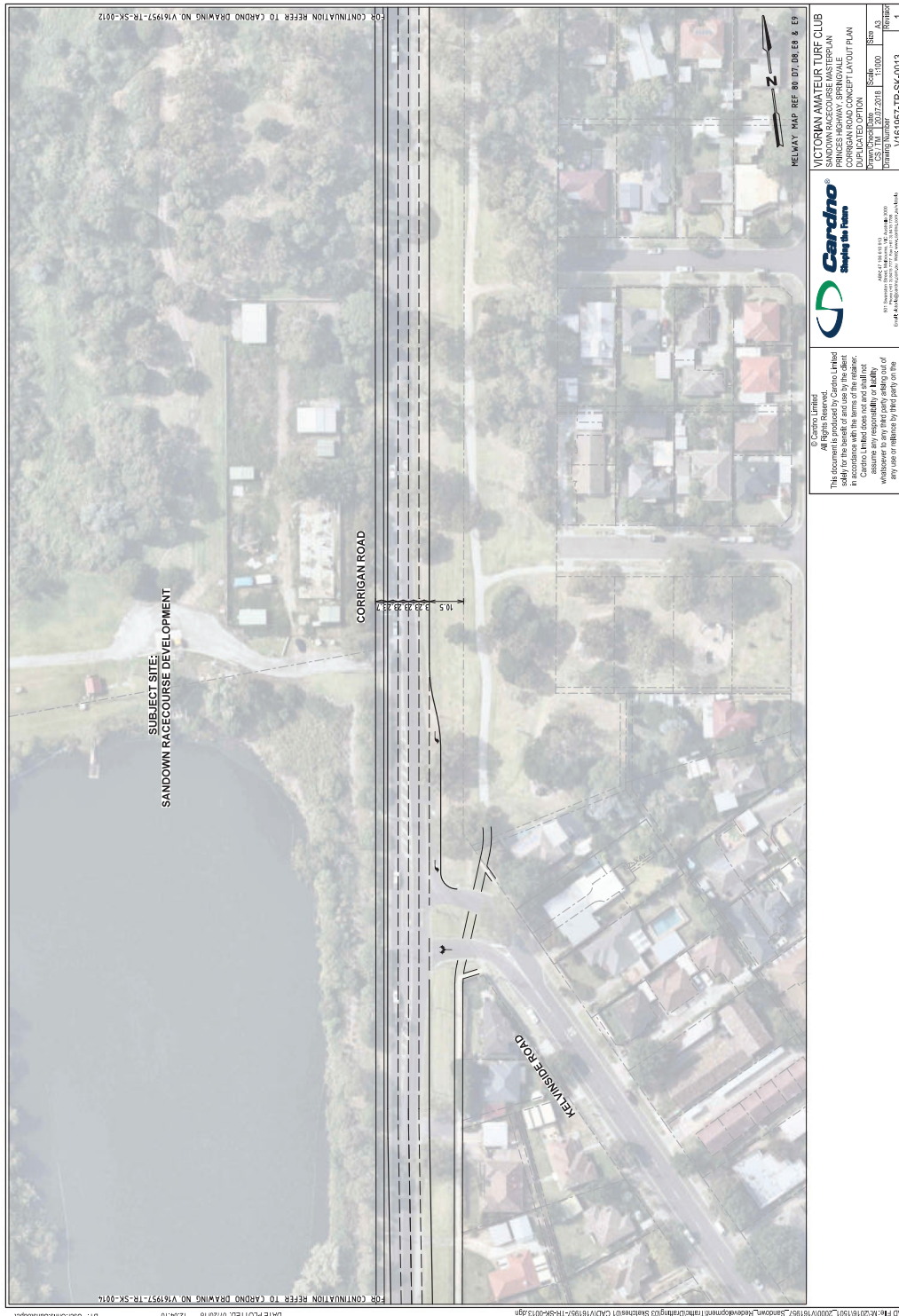
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VICTORIAN AMATEUR TURF CLUB
 SANDOWN RACECOURSE MASTERPLAN
 CORRIGAN ROAD CONCEPT LAYOUT PLAN
 DUPLICATED OPTION
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 DRAWING NUMBER: V161957-TR-SK-0011
 SHEET: A3
 REVISIONS:

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



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VICTORIAN AMATEUR TURF CLUB
 SANDOWN RACECOURSE MASTERPLAN
 CORRIGAN ROAD CONCEPT LAYOUT PLAN
 DUPLICATED OPTION
 DATE: 20/07/2018
 DRAWING NUMBER: V161957-TR-SK-0013

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Revision	A3
Revision	1

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4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



20 August 2019

Summary

PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 SUMMARY SHEET
 V161957
 Sandown Redevelopment, Springvale
 REVISION No 04

ITEM	DESCRIPTION	Section 1 - TR- SK-0007	Section 1 - TR- SK-0008	Section 3 - TR- SK-0012	Section 4 - TR- SK-0013	Section 5 - TR- SK-0014	TOTAL
D	Construction including Final Design	\$ 1,202,825.00	\$ 1,994,000.20	\$ 2,367,203.50	\$ 1,006,150.00	\$ 2,462,572.48	\$ 7,829,926.18
	TOTAL D	\$ 1,202,825.00	\$ 1,994,000.20	\$ 2,367,203.50	\$ 1,006,150.00	\$ 2,462,572.48	\$ 7,829,926.18
E	CONTINGENCY						\$ -
	Lower Bound Contingency (0% of D)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Upper Bound Contingency (40% of D)	\$ 481,130.00	\$ 797,600.08	\$ 946,881.40	\$ 402,460.00	\$ 985,028.99	\$ 3,131,970.47
F	PROJECT BUDGET						\$ -
	Total Lower Bound Estimate	\$ 1,202,825.00	\$ 1,994,000.20	\$ 2,367,203.50	\$ 1,006,150.00	\$ 2,462,572.48	\$ 7,829,926.18
	Total Upper Bound Estimate	\$ 1,683,955.00	\$ 2,791,600.28	\$ 3,314,084.90	\$ 1,408,610.00	\$ 3,447,601.47	\$ 10,961,896.65
G	Project Budget (75% confidence)	\$ 1,563,672.50	\$ 2,592,200.26	\$ 3,077,364.55	\$ 1,307,995.00	\$ 3,201,344.22	\$ 10,178,904.03

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0007



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 1 - TR-SK-0007

20 August 2019

PM% 9.31%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
D	Construction				\$ 1,202,825	\$ 1,202,825
1	PRELIMINARIES					\$ 320,000
1.1	Site Establishment	1	item	\$ 33,500.00	\$ 33,500	
1.2	Site Management & supervision including QA	12	wks	\$ 5,000.00	\$ 60,000	
1.3	Provision for traffic	12	wks	\$ 10,000.00	\$ 120,000	
1.4	Pedestrian Management	12	wks	\$ 1,500	\$ 18,000	
1.5	Insurance as required by the contract including but not limited to insurance of the works, Public liability	1	item	\$ 20,000	\$ 20,000	
1.6	Spotter and permits as required for working under or around live power lines or any existing services as required	1	item	\$ 10,000	\$ 10,000	
1.7	Protection of existing services	1	item	\$ 40,000	\$ 40,000	
1.8	Protection of Trees	1	item	\$ 10,000	\$ 10,000	
1.9	Surveying	1	item	\$ 5,000	\$ 5,000	
1.10	As Cons	1	item	\$ 3,500	\$ 3,500	
2	DEMOLITION					\$ 258,690
2.1	Breakout and remove redundant pavement Asphalt	2,630	m ²	\$ 45.00	\$ 118,350	
2.2	sawcut & remove existing concrete (including foot paths)	380	m ²	\$ 45.00	\$ 17,100	
2.3	Sawcut & Remove existing Kerb and Channelling	237	lm	\$ 20.00	\$ 4,740	
2.4	Breakout and remove redundant drainage	470	lm	\$ 50.00	\$ 23,500	
2.5	Breakout and remove existing road furniture	1	item	\$ 5,000.00	\$ 5,000	
2.6	Removal of trees	1	item	\$ 15,000.00	\$ 15,000	
2.7	Removal of Bus Stop	1	item	\$ 10,000.00	\$ 10,000	
2.8	Removal of Redundant linemarking (Grinding)	1	item	\$ 15,000.00	\$ 15,000	
2.9	Road Profiling of existing pavement	1	item	\$ 50,000.00	\$ 50,000	
3	EARTHWORKS					\$ 100,100
3.1	Earthworks - Cut & disposal (500 mm)	980	m ²	\$ 100.00	\$ 98,000	
3.2	Soft spot rectification (reclaimed FCR)	70	m ²	\$ 30.00	\$ 2,100	
4	PAVEMENT					\$ 163,600
4.1	Princess Highway New Road					
4.1.1	540mm Asphalt Pavement	90	m ²	\$ 350.00	\$ 31,500	
4.2	Racecourse Drive					
4.2.1	540mm Asphalt Pavement	190	m ²	\$ 350.00	\$ 66,500	
4.3	Racecourse Drive Slip lanes to Princess highway					
4.3.1	40mm Asphalt Pavement	1,640	m ²	\$ 40.00	\$ 65,600	
5	DRAINAGE					\$ 116,935
5.1	subsoil drains 100mm dia - screenings	197	lm	\$ 55.00	\$ 10,835	
5.2	Reinforced Concrete Pipe, RRJ, Standard Backfill				\$ -	
5.2.1	300mm dia RCP Class 2, RRJ	360	lm	\$ 160.00	\$ 57,600	
5.3	Junction Pits	4	no.	\$ 2,500.00	\$ 10,000	
5.4	Grated Side Entry Pit	6	no.	\$ 3,000.00	\$ 18,000	
5.5	Grated Entry Pit	3	no.	\$ 3,500.00	\$ 10,500	
5.6	Drainage Outfall from Freeway	1	item	\$ 10,000.00	\$ 10,000	
6	CONCRETE WORKS					\$ 69,000
6.1	Barrier kerb and channel - B2 or Council equivalent	360	lm	\$ 50.00	\$ 18,000	
6.2	2.5m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	197	lm	\$ 160.00	\$ 42,000	
6.3	Pram Crossing as specified or Council equivalent	5	item	\$ 900.00	\$ 4,500	
6.4	Semi Mountable/CD 4 Kerb	185	lm	\$ 50.00	\$ 4,500	
7	LANDSCAPING WORKS					\$ 8,500
7.1	Topsoiling seeding / Landscaping	1,000	m ²	\$ 8.50	\$ 8,500	
8	SIGNING					\$ 7,000
8.1	Install new signage	1	Item	\$ 5,000.00	\$ 5,000.00	
8.2	Install new signage for shared path	1	Item	\$ 2,000.00	\$ 2,000.00	
9	LINEMARKING					\$ 15,000
9.1	New linemarking (Thermoplastic) & RRPMs	1	Item	\$ 10,000.00	\$ 10,000.00	
9.2	Delineation of Shared path Long life path 100mm	1	Item	\$ 5,000.00	\$ 5,000.00	
10	SERVICE RELOCATION					\$ -

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 20/08/2019

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0007



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 1 - TR-SK-0007

20 August 2019

PM% 9.31%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
11	POWER & LIGHTING /Relocation	8	item	\$ 10,000.00	\$ 80,000.00	\$ 80,000
12	Armco Barrier on Bridge	400	lm	\$ 160.00	\$ 64,000.00	\$ 64,000
TOTAL A - D					\$ 1,202,825	\$ 1,202,825
E Contingency						
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (40% of D)				40%	\$ 481,130.00
F PROJECT BUDGET						
	Lower Bound Estimate					\$ 1,202,825
	Upper Bound Estimate					\$ 1,683,955
G	Project Budget (75% Confidence)					\$ 1,563,673

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0008



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
V161957
Sandown Redevelopment, Springvale
Section 1 - TR-SK-0008

20 August 2019

PM% 9.31%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
D	Construction				\$ 1,994,000	\$ 1,994,000
1	PRELIMINARIES					\$ 396,000
1.1	Site Establishment	1	item	\$ 33,500.00	\$ 33,500	
1.2	Site Management & supervision including QA	16	wks	\$ 5,000.00	\$ 80,000	
1.3	Provision for traffic	16	wks	\$ 10,000.00	\$ 160,000	
1.4	Pedestrian Management	16	wks	\$ 1,500	\$ 24,000	
1.5	Insurance as required by the contract including but not limited to insurance of the works, Public liability	1	item	\$ 20,000	\$ 20,000	
1.6	Spotter and permits as required for working under or around live power lines or any existing services as required	1	item	\$ 10,000	\$ 10,000	
1.7	Provisional item: Protection of existing services	1	item	\$ 40,000	\$ 40,000	
	Note: The rate for protection of existing services includes an provisional cost for the large gas main running next to Princes Highway.					
1.8	Protection of Trees	1	item	\$ 10,000	\$ 10,000	
1.9	Surveying	1	item	\$ 5,000	\$ 5,000	
1.10	As Cons	1	item	\$ 3,500	\$ 3,500	
1.11	Planning permits	1	item	\$ 10,000	\$ 10,000	
2	DEMOLITION					\$ 116,425
2.1	Breakout and remove redundant pavement Asphalt	301	m ²	\$ 45.00	\$ 13,545	
2.2	Sawcut & remove existing concrete (including foot paths)	560	m ²	\$ 45.00	\$ 25,200	
2.3	Sawcut & Remove existing Kerb and Channelling	509	lm	\$ 20.00	\$ 10,180	
2.4	Breakout and remove redundant drainage	310	lm	\$ 50.00	\$ 15,500	
2.5	Breakout and remove existing road furniture	1	item	\$ 5,000.00	\$ 5,000	
2.6	Removal of trees	5	item	\$ 900.00	\$ 4,500	
2.7	Removal of Bus Stop	1	item	\$ 2,500.00	\$ 2,500	
2.8	Removal of Redundant line marking (Grinding)	1	item	\$ 15,000.00	\$ 15,000	
2.9	Road Profiling of existing pavement	1	item	\$ 25,000.00	\$ 25,000	
3	EARTHWORKS					\$ 127,275
	Stripping and stockpiling of selected topsoil for reuse, excavation to proposed formation levels, including trimming, rolling, cutting and shaping, compaction of subgrades, removal and disposal of trees, shrubs, spoil, surplus unapproved soil, etc. This item is to incorporate the supply and placement of fill material as specified and directed including compaction to 98% modified compaction, as per AS1289, where specified.				\$ -	
3.1	Earthworks - Cut & disposal (500 mm)	1,075	m ²	\$ 100.00	\$ 107,500	
3.2	Earthworks - Fill Class A	265	m ²	\$ 65.00	\$ 17,225	
3.3	Soft spot rectification	85	m ²	\$ 30.00	\$ 2,550	
4	PAVEMENT					\$ 385,000
4.1	Princess Highway New Road					
4.1.1	540mm Asphalt Pavement	375	m ²	\$ 350.00	\$ 131,250	
4.2	Princes highway slip lane to proposed access road					
4.2.1	540mm Asphalt Pavement	500	m ²	\$ 350.00	\$ 175,000	
4.3	Corrigan road					
4.3.1	540mm Asphalt Pavement	225	m ²	\$ 350.00	\$ 78,750	
5	DRAINAGE					\$ 123,270
	Excavate for and construct concrete drainage structures including all materials, plant, labour, temporary covers, final pit lid and surround, step irons, forming, mixing, pouring, finishing and barricading all inclusive, unless otherwise defined.				\$ -	
5.1	Reinforced Concrete Pipes, RRJ, standard backfill compacted to 98% standard dry density				\$ -	
5.1.1	300mm dia RCP Class 2, RRJ	400	lm	\$ 160.00	\$ 64,000	
5.2	Subsoil drains 100mm dia - screenings type 2	100	lm	\$ 40.00	\$ 4,000	

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20/08/2019

Page 4

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0008



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 1 - TR-SK-0008

20 August 2019

PM% 9.31%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
5.3	Subsoil drains 100mm dia - screenings type 3	509	lm	\$ 40.00	\$ 20,360	
5.4	Geotextile filter sock as specified	509	lm	\$ 1.10	\$ 560	
5.5	Subsoil flush out risers	13	lm	\$ 450.00	\$ 5,850	
5.6	Junction Pits	3	no.	\$ 2,500.00	\$ 7,500	
5.7	Side Entry Pit	7	no.	\$ 3,000.00	\$ 21,000	
6	CONCRETE WORKS					\$ 89,792
6.1	Kerb & Channel					
6.1.1	Barrier kerb - B2 or Council equivalent	50	lm	\$ 50.00	\$ 2,500	
6.1.2	Semi mountable kerb - SM3 or Council equivalent	522	lm	\$ 50.00	\$ 26,100	
6.2	Non traffic foot path (2.5m)					
6.2.1	125mm depth pavement, SL72 REO centrally placed cover all edges	402	lm	\$ 55.90	\$ 22,472	
6.2.2	50mm depth, 20 mm nominal size, Class 3 fine crushed rock	402	lm	\$ 10.00	\$ 4,020	
6.3	Concrete island infill Concrete Strength 32Mpa				\$ -	
6.3.1	150mm depth Concrete SL82 REO centrally placed	140	lm	\$ 170.00	\$ 23,800	
6.3.2	100 mm depth, 20 mm nominal size, Class 3 fine crushed rock	140	lm	\$ 20.00	\$ 2,800	
6.4	Pram Crossing as specified or Council equivalent	9	item	\$ 900.00	\$ 8,100	
7	LANDSCAPING WORKS					\$ 2,219
7.1	Topsoiling seeding / Landscaping	261	m²	\$ 8.50	\$ 2,219	
8	SIGNING					\$ 12,000
8.1	Supply and installation of street signs as specified	1	Item	\$ 10,000.00	\$ 10,000.00	
8.2	Supply and Install new signage for shared path	1	Item	\$ 2,000.00	\$ 2,000.00	
9	LINEMARKING					\$ 21,500
9.1	New line marking (Thermoplastic) & RRPMS	1	Item	\$ 10,000.00	\$ 10,000.00	
9.2	Delineation of Shared path Long life path 100mm	1	Item	\$ 5,000.00	\$ 5,000.00	
9.3	Tactile	13	Item	\$ 500.00	\$ 6,500.00	
10	SERVICES RELOCATION					\$ 140,000
10.1	Lighting and Power				\$ -	
10.1.1	Provisional item: Relocation/removal of existing Light Pole (Single)	2	no.	\$ 10,000.00	\$ 20,000	
10.1.2	Conduit and cable	1	item	\$ 10,000.00	\$ 10,000	
10.1.3	Provisional item: Relocation/removal of existing power pole	1	Item	\$ 10,000.00	\$ 10,000.00	
10.2	Traffic Signals				\$ -	
10.2.1	Provisional item: Relocation of existing Lanterns and poles including connections	5	Item	\$ 10,000.00	\$ 50,000.00	
10.2	Telecommunication services				\$ -	
10.2.1	Provisional item: Relocation of existing Lanterns and poles including connections	5	Item	\$ 10,000.00	\$ 50,000.00	
10	SIGNALS					\$ 280,520
10.1	GENERAL ITEMS	1	item	\$ 10,000	\$ 10,000	
10.2	CONDUITS	1	item	\$ 20,000	\$ 20,000	
10.3	PEDESTALS	1	item	\$ 15,000	\$ 15,000	
10.4	LANTERNS	4	item	\$ 9,600	\$ 38,400	
10.5	CONTROLLER	1	item	\$ 96,600	\$ 96,600	
10.6	DETECTORS	6	item	\$ 7,920	\$ 47,520	
10.7	CABLING & CONNECTIONS	1	item	\$ 50,000	\$ 50,000	
10.8	CLEAN-UP	1	item	\$ 3,000	\$ 3,000	
11	SIGNAL MAINTENANCE (10 YEARS) By Road Authority				\$ -	\$ 80,000
11.1	Maintenance	1	item	\$ 80,000	\$ 80,000	
12	MISCELLANEOUS					\$ 220,000
12.1	Provisional item: Reinforced Battered ramp for slip lane into proposed access road	1	item	\$ 200,000.00	\$ 200,000	
12.1.1	Provisional item: Supply, carting, placement and compaction of class A fill	T.B.C	m²	\$ 95.00		

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 20/08/2019

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0008



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 1 - TR-SK-0008

20 August 2019

PM% 9.31%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
12.1.2	Provisional item: Gabion supply, installation and rock fill	T.B.C	m ²	\$ 450.00		
12.1.3	Provisional item: Geogrid supply & installation	T.B.C	m ²	\$ 12.00		
12.1.4	Provisional item: Box Culvert, ss specified	1	no.	\$ 10,000.00	\$ 10,000	
12.3	Final clean up	1	item	\$ 10,000.00	\$ 10,000	
TOTAL A - D					\$ 1,994,000	\$ 1,994,000
E Contingency						
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (40% of D)				40%	\$ 797,600.08
F PROJECT BUDGET						
	Lower Bound Estimate					\$ 1,994,000
	Upper Bound Estimate					\$ 2,791,600
G Project Budget (75% Confidence)						
						\$ 2,592,200

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0012



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 3 - TR-SK-0012

20 August 2019

PM% 9.17%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
D	Construction				\$ 2,367,204	\$ 2,367,204
1	PRELIMINARIES					\$ 229,000
1.1	Site Establishment	1	item	\$ 48,000.00	\$ 48,000	
1.2	Site Management & supervision including QA	10	wks	\$ 5,000.00	\$ 50,000	
1.3	Provision for traffic	10	wks	\$ 10,000.00	\$ 100,000	
1.4	Pedestrian Management	10	wks	\$ 1,000	\$ 10,000	
1.5	Insurance as required by the contract including but not limited to insurance of the works, Public liability	1	item	\$ 5,000	\$ 5,000	
1.6	Spotter and permits as required for working under or around live power lines or any existing services as required	1	item	\$ 5,000	\$ 5,000	
1.7	Protection of existing services	1	item	\$ 5,000	\$ 5,000	
1.8	Surveying	1	item	\$ 3,500	\$ 3,500	
1.9	As con survey	1	item	\$ 2,500	\$ 2,500	
2	DEMOLITION					\$ 119,850
2.1	Breakout and remove existing road furniture	1	item	\$ 15,000.00	\$ 15,000	
2.3	Breakout and remove redundant drainage	355	lm	\$ 50.00	\$ 17,750	
2.4	Breakout and remove redundant kerb and channel	355	lm	\$ 20.00	\$ 7,100	
2.5	Removal of trees	1	item	\$ 20,000.00	\$ 20,000	
2.6	Road Profiling of existing pavement	1	item	\$ 60,000.00	\$ 60,000	
3	EARTHWORKS					\$ 248,465
3.1	Earthworks - Cut & disposal (500 mm)	2,323	m ²	\$ 100.00	\$ 232,300	
3.2	Soft spot rectification (reclaimed FCR)	1,469.50	m ²	\$ 11.00	\$ 16,165	
4	PAVEMENT					\$ 1,089,650
4.1	Corrigan Road (670mm Pavement)					
4.1.1	670mm Asphalt Pavement	1,650	m ²	\$ 350.00	\$ 577,500	
4.1.2	40mm Asphalt Re-Sheet	3,555	m ²	\$ 40.00	\$ 142,200	
4.2	Racecourse Road (Existing Pavement)					
4.2.1	540mm Asphalt Pavement	672	m ²	\$ 350.00	\$ 235,200	
4.3	New connection Road (670 mm Pavement)					
4.3.1	670mm Asphalt Pavement	385	m ²	\$ 350.00	\$ 134,750	
5	DRAINAGE					\$ 134,920
5.1	Reinforced Concrete Pipe, RRJ, Standard Backfill					
5.1.1	300mm dia RCP Class 2, RRJ	712	lm	\$ 160.00	\$ 113,920	
5.2	Grated Side Entry Pit	7	no.	\$ 3,000.00	\$ 21,000	
6	CONCRETE WORKS					\$ 68,450
6.1	Barrier kerb and channel - B2 or Council equivalent	712	lm	\$ 50.00	\$ 35,600	
6.2	1.2m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	325	lm	\$ 90.00	\$ 29,250	
6.3	Pram Crossing as specified or Council equivalent	2	item	\$ 900.00	\$ 1,800	
6.4	Single pedestrian Crossing as specified or Council equivalent	2	item	\$ 900.00	\$ 1,800	
7	LANDSCAPING WORKS					\$ 7,429
7.1	Topsailing seeding	874	m ²	\$ 8.50	\$ 7,429	
8	SIGNING					\$ 12,500
8.1	Install new signage	1	Item	\$ 12,500.00	\$ 12,500.00	
9	LINEMARKING					\$ 40,000
9.1	New linemarking (Thermoplastic) - Including RRPMS	1	Item	\$ 40,000.00	\$ 40,000.00	
10	SIGNALS					\$ 296,940
10.1	GENERAL ITEMS	1	item	\$ 18,000	\$ 18,000	
10.2	CONDUITS	1	item	\$ 63,000	\$ 63,000	
10.3	PEDESTALS	1	item	\$ 21,000	\$ 21,000	
10.4	LANTERNS	1	item	\$ 9,600	\$ 9,600	
10.5	CONTROLLER	1	item	\$ 96,600	\$ 96,600	
10.6	DETECTORS	1	item	\$ 7,920	\$ 7,920	
10.7	CABLING & CONNECTIONS	1	item	\$ 77,820	\$ 77,820	
10.8	CLEAN-UP	1	item	\$ 3,000	\$ 3,000	
10.9	RELOCATE EXISTING HARDWARE		item	\$ 24,000	\$ -	

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 20/08/2019

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0012



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 3 - TR-SK-0012

20 August 2019

PM% 9.17%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
11	SIGNAL MAINTENANCE (10 YEARS) By Road Authority	1	item	\$ 120,000.00	\$ 120,000	\$ 120,000
12	SERVICE RELOCATION				\$ -	\$ -
13	POWER & LIGHTING /Relocation				\$ -	\$ -
TOTAL A - D					\$ 2,367,204	\$ 2,367,204
E Contingency						
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (40% of D)				40%	\$ 946,881.40
F PROJECT BUDGET						
	Lower Bound Estimate					\$ 2,367,204
	Upper Bound Estimate					\$ 3,314,085
G	Project Budget (75% Confidence)					\$ 3,077,365

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0013



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
V161957
Sandown Redevelopment, Springvale
Section 4 - TR-SK-0013

20 August 2019

PM% 8.04%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
D	Construction				\$ 1,006,150	\$ 1,006,150
1	PRELIMINARIES					\$ 215,500
1.1	Site Establishment	1	item	\$ 50,000.00	\$ 50,000	
1.2	Site Management & supervision including QA	8	wks	\$ 5,000.00	\$ 40,000	
1.3	Provision for traffic	8	wks	\$ 7,500.00	\$ 60,000	
1.4	Pedestrian Management	8	wks	\$ 1,000	\$ 8,000	
1.5	Insurance as required by the contract including but not limited to insurance of the works, Public liability	1	item	\$ 20,000	\$ 20,000	
1.6	Spotter and permits as required for working under or around live power lines or any existing services as required	1	item	\$ 5,000	\$ 5,000	
1.7	Protection of existing services	1	item	\$ 10,000	\$ 10,000	
1.9	Planning permits	1	item	\$ 10,000	\$ 10,000	
1.10	Protection of Tree	1	item	\$ 5,000	\$ 5,000	
1.11	Surveying	1	item	\$ 5,000	\$ 5,000	
1.12	As con survey	1	item	\$ 2,500	\$ 2,500	
2	DEMOLITION					\$ 104,000
2.1	Breakout and remove existing road furniture	1	item	\$ 10,000.00	\$ 10,000	
2.2	Breakout and remove redundant pavement (Footpath)	100	lm	\$ 45.00	\$ 4,500	
2.3	Breakout and remove redundant drainage	390	lm	\$ 50.00	\$ 19,500	
2.4	Removal of trees	1	item	\$ 20,000.00	\$ 20,000	
2.5	Road Profiling of existing pavement	1	item	\$ 50,000.00	\$ 50,000	
3	EARTHWORKS					\$ 186,720
3.1	Earthworks - Cut & disposal (500 mm)	1,821	m ²	\$ 100.00	\$ 182,100	
3.2	Soft spot rectification (reclaimed FCR)	154	m ²	\$ 30.00	\$ 4,620	
4	PAVEMENT					\$ 183,050
4.1	Corrigan Road (New 540mm Pavement)					
4.1.1	540mm Asphalt Pavement	770	m ²	\$ 35.00	\$ 26,950	
4.2	Corrigan Road (Granular Re-Sheet)					
4.2.1	40mm Asphalt Re-Sheet	3,340	m ²	\$ 40.00	\$ 133,600	
4.3	Kelvinside Road (New 540mm Pavement)					
4.3.1	40mm wearing course HP asphalt	450	m ²	\$ 50.00	\$ 22,500	
5	DRAINAGE					\$ 178,500
5.1	Reinforced Concrete Pipe, RRJ, Standard Backfill					
5.1.1	300mm dia RCP Class 2, RRJ	850	lm	\$ 160.00	\$ 136,000	
5.2	Junction Pits	5	no.	\$ 2,500.00	\$ 12,500	
5.3	Grated Side Entry Pit	10	no.	\$ 3,000.00	\$ 30,000	
5.4	Grated Entry Pit		no.	\$ 3,500.00	\$ -	
6	CONCRETE WORKS					\$ 96,750
6.1	Barrier kerb and channel - B2 or Council equivalent	850	lm	\$ 50.00	\$ 42,500	
6.2	2.5m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	100	lm	\$ 160.00	\$ 16,000	
6.3	1.2m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	385	lm	\$ 90.00	\$ 34,650	
6.4	Pram Crossing as specified or Council equivalent	4	item	\$ 900.00	\$ 3,600	
7	LANDSCAPING WORKS					\$ 6,630
7.1	Topsoiling seeding / Landscaping	780	m ²	\$ 8.50	\$ 6,630	
8	SIGNING					\$ 15,000
8.1	Install new signage	1	Item	\$ 15,000.00	\$ 15,000.00	
9	LINEMARKING					\$ 20,000
9.1	New linemarking (Thermoplastic) - Including RRPMS	1	Item	\$ 20,000.00	\$ 20,000.00	
10	SERVICE RELOCATION					\$ -
11	POWER & LIGHTING /Relocation					\$ -
TOTAL A - D					\$ 1,006,150	\$ 1,006,150
E	Contingency					
	Lower Bound Contingency (0% of D)				0%	\$ -

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20/08/2019

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0013



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 4- TR-SK-0013

20 August 2019

PM% 8.04%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
	Upper Bound Contingency (40% of D)				40%	\$ 402,460.00
F	PROJECT BUDGET					
	Lower Bound Estimate					\$ 1,006,150
	Upper Bound Estimate					\$ 1,408,610
G	Project Budget (75% Confidence)					\$ 1,307,995

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0014



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS

20 August 2019

V161957

Sandown Redevelopment, Springvale

Section 5 - TR-SK-0014

PM% 9.73%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
D	Construction				\$ 2,462,572	\$ 2,462,572
1	PRELIMINARIES					\$ 256,500
1.1	Site Establishment	1	item	\$ 29,000.00	\$ 29,000	
1.2	Site Management & supervision including QA	10	wks	\$ 5,000.00	\$ 50,000	
1.3	Provision for traffic	10	wks	\$ 10,000.00	\$ 100,000	
1.4	Pedestrian Management	10	wks	\$ 1,000	\$ 10,000	
1.5	Insurance as required by the contract including but not limited to insurance of the works, Public liability	1	item	\$ 20,000	\$ 20,000	
1.6	Spotter and permits as required for working under or around live power lines or any existing services as required	1	item	\$ 15,000	\$ 15,000	
1.7	Protection of existing services	1	item	\$ 10,000	\$ 10,000	
1.8	Planning permits	1	item	\$ 10,000	\$ 10,000	
1.9	Surveying	1	item	\$ 10,000	\$ 10,000	
1.10	As con survey	1	item	\$ 2,500	\$ 2,500	
2	DEMOLITION					\$ 96,065
2.1	Removal of trees	1	item	\$ 20,000.00	\$ 20,000	
2.2	Breakout and remove existing road furniture	1	item	\$ 10,000.00	\$ 10,000	
2.3	Breakout and remove redundant pavement Concrete	237	m ²	\$ 45.00	\$ 10,665	
2.4	Breakout and remove redundant kerb and channel	220	lm	\$ 20.00	\$ 4,400	
2.5	Breakout and remove redundant drainage	220	lm	\$ 50.00	\$ 11,000	
2.6	Road Profiling of existing pavement	1	item	\$ 40,000.00	\$ 40,000	
3	EARTHWORKS					\$ 129,692
3.1	Earthworks - Cut & disposal	1,265	m ²	\$ 100.00	\$ 126,500	
3.2	Soft spot rectification (reclaimed FCR)	290	m ²	\$ 11.00	\$ 3,192	
4	PAVEMENT					\$ 484,315
4.1	Corrigan Road (New Road 670mm)					
4.1.1	670mm Asphalt Pavement	487	m ²	\$ 350.00	\$ 170,380	
4.1.2	40mm Asphalt Re-Sheet	1,950	m ²	\$ 40.00	\$ 78,000	
4.2	Proposed New Road Pavement					
4.2.1	670mm Asphalt Pavement	674	m ²	\$ 350.00	\$ 235,935	
5	DRAINAGE					\$ 314,275
5.1	subsoil drains 100mm dia - screenings	805	lm	\$ 55.00	\$ 44,275	
5.2	subsoil drains 100mm dia - no fines conc	950	lm	\$ 65.00	\$ 61,750	
5.3	Flush out risers	5	no.	\$ 650.00	\$ 3,250	
5.4	600 RCP (Class 2)	950	lm	\$ 200.00	\$ 190,000	
5.5	Grated Side Entry Pit	5	no.	\$ 3,000.00	\$ 15,000	
6	CONCRETE WORKS					\$ 129,300
6.1	Barrier kerb and channel - B2 or Council equivalent	450	lm	\$ 50.00	\$ 22,500	
6.2	Edge strip	450	lm	\$ 60.00	\$ 27,000	
6.3	2.5m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	420	lm	\$ 160.00	\$ 67,200	
6.4	1.2m wide Concrete Footpath Pavement, including bedding as specified, Concrete Strength 25 MPa Standard	90	lm	\$ 90.00	\$ 8,100	
6.5	Pram Crossing as specified or Council equivalent	5	item	\$ 900.00	\$ 4,500	
7	LANDSCAPING WORKS					\$ 10,285
7.1	Topsoiling and seeding	1,210	m ²	\$ 8.50	\$ 10,285	
8	SIGNING					\$ 10,000
8.1	Install new signage	1	Item	\$ 10,000.00	\$ 10,000.00	
9	LINEMARKING					\$ 15,200
9.1	New linemarking (Thermoplastic) & RRPM's	1	Item	\$ 15,200.00	\$ 15,200.00	
10	SIGNALS					\$ 296,940
10.1	GENERAL ITEMS	1	item	\$ 18,000	\$ 18,000	
10.2	CONDUITS	1	item	\$ 63,000	\$ 63,000	
10.3	PEDESTALS	1	item	\$ 21,000	\$ 21,000	
10.4	LANTERNS	1	item	\$ 9,600	\$ 9,600	
10.5	CONTROLLER	1	item	\$ 96,600	\$ 96,600	
10.6	DETECTORS	1	item	\$ 7,920	\$ 7,920	

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 20/08/2019

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)

TR-SK-0014



PRELIMINARY ESTIMATE OF DEVELOPMENT COSTS
 V161957
 Sandown Redevelopment, Springvale
 Section 5 - TR-SK-0014

20 August 2019

PM% 9.73%

ITEM	DESCRIPTION	QUANTITY	UNIT	RATE	AMOUNT	SUBTOTAL
10.7	CABLING & CONNECTIONS	1	item	\$ 77,820	\$ 77,820	
10.8	CLEAN-UP	1	item	\$ 3,000	\$ 3,000	
10.9	RELOCATE EXISTING HARDWARE		item	\$ 24,000	\$ -	
11	SIGNAL MAINTENANCE (10 YEARS) By Road Authority	1	item	\$ 120,000.00	\$ 120,000	\$ 120,000
12	SERVICE RELOCATION					\$ -
13	POWER & LIGHTING /Relocation					\$ -
14	Bridge					\$ 600,000
14.1	Widen Existing Bridge	1	item	\$ 750,000.00	\$ 600,000	
TOTAL A - D					\$ 2,462,572	\$ 2,462,572
E	Contingency					
	Lower Bound Contingency (0% of D)				0%	\$ -
	Upper Bound Contingency (40% of D)				40%	\$ 985,028.99
F	PROJECT BUDGET					
	Lower Bound Estimate					\$ 2,462,572
	Upper Bound Estimate					\$ 3,447,601
G	Project Budget (75% Confidence)					\$ 3,201,344

4.1.2 Planning Scheme Amendment C229 - Sandown Racecourse Urban Renewal Project (Cont.)



Urban Enterprise

Level 1 302-304 Barkly Street,
Brunswick VIC 3056

(03) 9482 3888

www.urbanenterprise.com.au



4.2 OTHER

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022

File Id:

Responsible Officer:

Director Community Services

Attachments:

Draft Minutes of Positive Ageing Advisory
Committee on 10 February 2022

1. Report Summary

At the Council meeting held 23 April 2018, Council resolved in part to *invite Advisory Committees and Reference Groups to submit meeting minutes for Council endorsement*. This resolution also allowed interested Councillors (and those that attend these Committees and Reference Groups) to speak to the meeting about items discussed at these meetings.

2. Recommendation Summary

This report recommends that the draft Minutes of the Positive Ageing Advisory Committee meeting provided in Attachment 1 to this report be noted and endorsed by Council.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

3. Background and Proposal

Greater Dandenong Council is represented on a wide range of Committees, Reference Groups and Advisory Groups which frequently reflect the interests of individual Councillors in serving the broader community in their role. A full listing of these appointments is confirmed each November at Council's Annual meeting to elect the Mayor and Deputy Mayor and is available via Council's website.

The resolution of Council made on 23 April 2018 provides for Minutes of meetings held by Advisory Committees and Reference Groups to be submitted to Council for information purposes, for noting and for endorsement (not adoption).

As such, the draft Minutes are provided as Attachment 1 to this report.

There are no financial implications associated with the development and submission of this report.

4. Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

After consultation with the Greater Dandenong community on what kind of future they wanted for themselves and our city, the Greater Dandenong People's Panel developed a new Community Vision for 2040:

The City of Greater Dandenong is a home to all.
It's a city where you can enjoy and embrace life through celebration and equal opportunity.
We harmonise the community by valuing multiculturalism and the individual.
Our community is healthy, vibrant, innovative and creative.
Our growing city is committed to environmental sustainability.
Welcome to our exciting and peaceful community.

4.1 Community Vision 2040

This report is consistent with the Community Vision 2040 and its accompanying principles:

- Safe and peaceful community.
- Education, training, entrepreneurship and employment opportunities.
- Sustainable environment.
- Embrace diversity and multiculturalism.
- Mind, Body and Spirit.
- Art and Culture.

4.2 Council Plan 2021-25

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following strategic objectives:

- A socially connected, safe and healthy city.
- A city that respects and celebrates diversity, our history and the arts.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

- A city of accessible, vibrant centres and neighbourhoods.
- A green city committed to a sustainable future.
- A city that supports entrepreneurship, quality education and employment outcomes.
- A Council that demonstrates leadership and a commitment to investing in the community.

5. The Overarching Governance Principles of the *Local Government Act 2020*

Section 9 of the *Local Government Act 2020* (LGA2020) states that a Council must in the performance of its role give effect to the overarching governance principles.

The establishment of the Positive Ageing Advisory Committee and the work that it undertakes gives particular consideration to the following overarching governance principles:

- priority is given to achieving the best outcomes for the municipal community, including future generations (section 9(b) of the LGA2020);
- the municipal community is engaged in strategic planning and strategic decision making – many advisory committees and reference groups have community members as participants (section 9(d) of the LGA2020);
- innovation and continuous improvement is pursued (section 9(e) of the LGA2020);
- collaboration with other councils, governments and statutory bodies is sought – many advisory committees and reference groups have representatives attending from these organisations (section 9(f) of the LGA2020);
- the ongoing financial viability of Council is ensured (section 9(g) of the LGA2020);
- regional, state and national plans and policies are taken into account in strategic planning and decision making – diverse representation within these groups ensures this occurs (section 9(h) of the LGA2020); and
- the transparency of Council decisions, actions and information is ensured by this regular reporting mechanism (section 9(i) of the LGA2020).

6. Victorian Charter of Human Rights and Responsibilities

All matters relevant to the Victorian Charter of Human Rights and Responsibilities have been considered in the preparation and are consistent with the standards set by the Charter.

7. The *Gender Equality Act 2020*

The *Gender Equality Act 2020* came into operation on 31 March 2021 and requires councils to take positive action towards achieving workplace gender equality and to promote gender equality in their policies, programs and services.

Council's Diversity, Access and Equity Policy and the *Gender Equality Act 2020* have been considered in the preparation of this report but are not relevant to its contents because it is a reporting mechanism only.

The report does not have the potential to influence broader social norms and gender roles nor does it benefit any one gender group over any other.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

8. Consideration of Climate Change and Sustainability

One of the overarching governance principles of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

In January 2020, this Council joined a growing number of cities around Australia and declared a “Climate and Ecological Emergency” and committed this Council to emergency action on climate change. Council has developed a Climate Change Emergency Strategy and Action Plan 2020-30 to help the City of Greater Dandenong become a resilient, net zero carbon emission city with an active community prepared for the challenges of changing climate.

This report has no impact on Council’s Declaration on a Climate and Ecological Emergency, Council’s Climate Change Emergency Strategy 2020-2030 or the requirements of the *Local Government Act 2020* in relation to the overarching governance principle on climate change and sustainability because it is purely administrative in nature and is a reporting mechanism only.

9. Recommendation

That Council notes the draft Minutes of meeting for the Positive Ageing Advisory Committee as provided in Attachment 1 to this report.

MINUTE 420

Moved by: Cr Angela Long
Seconded by: Cr Loi Truong

That Council notes the draft Minutes of meeting for the Positive Ageing Advisory Committee as provided in Attachment 1 to this report.

CARRIED

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

OTHER

**DRAFT MINUTES OF POSITIVE AGEING ADVISORY COMMITTEE
MEETING**

ATTACHMENT 1

**POSITIVE AGEING ADVISORY
COMMITTEE MEETING
HELD ON 10 FEBRUARY 2022**

PAGES 5 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

Advisory Committee or Reference Group Name: Positive Ageing Advisory Committee

Date of Meeting: 10 February 2022

Time of Meeting: 1.30-3.30pm

Meeting Location: Springvale Community Hub
 5 Hillcrest Grove, Springvale
 Community Rooms 2 & 3

Also via Microsoft Teams

Attendees:

Committee: Julie Klok (Chair), Maria Erdeg, Morrie Hartman, Carol Drummond, Christine Green

Council Officers: Cr Sophie Tan, Mandy Gatliff, Jayne Kierce, Tracey Macleod, Jenny Vong (minute taker)

Apologies: Erica Moulang

Minutes:

Item No.	Item	Action	Action By
1.	<p>Welcome and Introductions</p> <ul style="list-style-type: none"> Welcome from the Chair 		
2.	<p>Previous Minutes & Business Arising</p> <ul style="list-style-type: none"> October 2021 minutes were accepted – moved Maria Erdeg and seconded Carol Drummond Apologies noted 		
3.	<p>Prevalence of Elder Abuse Discussion was held on the summary of the findings of the National Elder Abuse Prevalence Study, commissioned by the Commonwealth Government, conducted in 2020 by the Family Research Institute.</p> <p>The inquiry examined the prevalence of abuse, its nature and impacts, predisposing factors, characteristics of perpetrators, help seeking behaviours and other issues.</p> <p>The Committee discussed several support and avenues information can be distributed including:</p> <ul style="list-style-type: none"> - Pamphlets in Council's community buses - Seeking advice from a financial advisor or trusted family member or friend - Financial institution assistance in setting up power of attorney for banking - Justice Connect is developing an artificial intelligence (AI) language processor to assist understand and diagnose someone's legal problem 		

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

Item No.	Item	Action	Action By
	<p>The Committee agreed public education to increase familiarity with the nature of elder abuse will improve the detection and alleviation of abuse. This will also assist to contribute to the protection of the older residents in our community.</p>	<p>Develop media campaign utilising libraries, neighbourhood houses and Council resources</p>	<p>Manager Community Care</p>
4.	<p>Support at Home Program Overview The Coordinator Community Access provided an overview of the proposed design for the new Support at Home Program to commence in July 2023.</p> <p>In line with the Royal Commission in Aged Care Quality and Safety's recommendations, the new program will replace the:</p> <ul style="list-style-type: none"> - Commonwealth Home Support Programme (CHSP) - Home Care Packages (HCP) Program - Short Term Restorative Care (STRC) Programme <p>A single assessment system will be introduced in July 2023 with the Integrated Assessment Tool to be developed to better match services to a person's aged care support needs. The new tool would identify the home care services that are most appropriate to meet their aged care needs using a new classification system.</p> <p>Following the assessment, the client would receive an Individualised Support Plan. The plan would outline the service types the client is eligible for, the frequency and duration in which they should receive their services.</p> <p>With approximately two-thirds of aged care consumers accessing CHSP, there is greater focus on consumers in both home care packages and residential care.</p> <p>The Committee concedes there is still considerable work required to be undertaken before the implementation of a new aged care program.</p>	<p>For noting</p>	
5.	<p>Seniors clubs and social connection The COVID pandemic has had significant impact on our older and most vulnerable community members which includes impacts on their mental and physical health due to social isolation.</p> <p>Several senior clubs are reassessing their future to continue to meet due to the continual COVID safety directions requirements, Presidents of groups anticipated to retire with their children uninterested to lead the club with no connection</p>		

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

Item No.	Item	Action	Action By
	<p>with the group.</p> <p>One of Community Care's focus this year is on assisting our older community to socially reconnect. Our Positive Ageing Team are constantly exploring ways to alleviate social isolation.</p> <p>Discussion was held on how to encourage community participation and social confidence including:</p> <ul style="list-style-type: none"> - Engaging with clients and encouraging their friends to join - Council's Community funding program which provides financial grants and donations to community groups - Promotion through Council News, social media, Positive Ageing newsletter, community buses and local noticeboards 	Organise article on Social Connection in Positive Ageing newsletter and Council News	Manager Community Care
6.	<p>Service provision across the sector</p> <p>The Manager Community Care advised that most service providers had significant workforce issues during the Christmas/January period due to planned staff leave and unplanned leave due to the unexpected spike of COVID cases due to the Omicron variant spreading in the community.</p> <p>Several providers are endeavouring to recruit new staff with difficulty in attracting interest in qualified workforce. The Manager Community Care advised that Council is currently working to alleviate the shortage of staff in the short term by recruiting for 10 casual care worker positions. However, there is a need for the National Workforce Plan to review the initiatives currently in place to better encourage new workers into all types of aged care. The current projections show a significant shortage in the aged care workforce in the years to come.</p>	For noting	
7.	<p>Updates</p> <p><u>Merle Mitchell memorial plans</u> A working group has been established including a few of Merle's close friends to organise the memorial event proposed in October.</p> <p><u>Positive Ageing Strategy</u> The Positive Ageing Strategy 2017-25 has reached its midway point. A mid-point review is required to ensure the Positive Ageing Strategy is meeting the needs of the Greater Dandenong community. The review process will include achievements to date and identify opportunities and focus for the remainder of the strategy.</p> <p><u>Positive Ageing Advisory Committee membership</u> The Manager of Community Care advised Milena</p>	<p>Share details and event date once plans are confirmed</p> <p>Add to next agenda</p>	<p>Coordinator Community Access</p> <p>Coordinator Community Access</p>

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.1 Draft Minutes of Positive Ageing Advisory Committee Meeting - 10 February 2022 (Cont.)

Item No.	Item	Action	Action By
	<p>France has decided to retire from the Committee as she has moved out of the municipality and has developed other networks.</p> <p>The terms of appointment on the Committee is due for renewal in April and the re-appointment process will be undertaken for all members in accordance with the selection process outlined in the Terms of Reference.</p> <p>Applications for expression of interest to join the Positive Ageing Advisory Committee will be advertised shortly.</p> <p><u>Positive Ageing Newsletter</u> The Coordinator Community Access advised the first edition of the 'Living Well - Positive Ageing in Greater Dandenong' newsletter was released in December 2021</p> <p>The edition features the EveryAGE counts positive ageing campaign, some tips to stay healthy and the senior day trip events.</p> <p>The newsletter is available at customer service centres, the library and via signing up for emails from Council's website.</p>	<p>Advise the Committee when Expression of Interest for PAAC is advertised</p> <p>Circulate first Positive Ageing Newsletter to Committee</p>	<p>Coordinator Community Access</p> <p>Coordinator Community Access</p>
8.	<p>Other business: The Manager of Community Care advised the Committee the aged care workforce retention bonus of \$800 is available for approved providers of Home Care Packages and residential aged care. Commonwealth Home Support Programme (CHSP) service providers, such as Council, are not eligible.</p> <p>Council is currently considering sending a letter of disappointment to the Minister for Aged Care and Senior Australians Senator the Hon Richard Colbeck regarding the lack of eligibility for the retention bonus for the CHSP workforce which is the aged care program accessed by the most older Australians.</p>	Organise letter	Manager Community Care
	<p>Next Meeting</p> <ul style="list-style-type: none"> • Thursday 14 April 		
Meeting Closed 3.15pm			

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022

File Id:

Responsible Officer:

Director Community Services

Attachments:

Draft Minutes of Arts Advisory Board Meeting on
15 February 2022

1. Report Summary

At the Council meeting held 23 April 2018, Council resolved in part to *invite Advisory Committees and Reference Groups to submit meeting minutes for Council endorsement*. This resolution also allowed interested Councillors (and those that attend these Committees and Reference Groups) to speak to the meeting about items discussed at these meetings.

2. Recommendation Summary

This report recommends that the draft Minutes of the Arts Advisory Board meeting provided in Attachment 1 to this report be noted and endorsed by Council.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

3. Background and Proposal

Greater Dandenong Council is represented on a wide range of Committees, Reference Groups and Advisory Groups which frequently reflect the interests of individual Councillors in serving the broader community in their role. A full listing of these appointments is confirmed each November at Council's Annual meeting to elect the Mayor and Deputy Mayor and is available via Council's website.

The resolution of Council made on 23 April 2018 provides for Minutes of meetings held by Advisory Committees and Reference Groups to be submitted to Council for information purposes, for noting and for endorsement (not adoption).

As such, the draft Minutes are provided as Attachment 1 to this report.

There are no financial implications associated with the development and submission of this report.

4. Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

After consultation with the Greater Dandenong community on what kind of future they wanted for themselves and our city, the Greater Dandenong People's Panel developed a new Community Vision for 2040:

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We harmonise the community by valuing multiculturalism and the individual.
Our community is healthy, vibrant, innovative and creative.
Our growing city is committed to environmental sustainability.
Welcome to our exciting and peaceful community.*

4.1 Community Vision 2040

This report is consistent with the Community Vision 2040 and its accompanying principles:

- Art and Culture.

4.2 Council Plan 2021-25

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following strategic objectives:

- A city that respects and celebrates diversity, our history and the arts.

5. The Overarching Governance Principles of the *Local Government Act 2020*

Section 9 of the *Local Government Act 2020* (LGA2020) states that a Council must in the performance of its role give effect to the overarching governance principles.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

The establishment of the Arts Advisory Board and the work that it undertakes gives particular consideration to the following overarching governance principles:

- priority is given to achieving the best outcomes for the municipal community, including future generations (section 9(b) of the LGA2020);
- the municipal community is engaged in strategic planning and strategic decision making – many advisory committees and reference groups have community members as participants (section 9(d) of the LGA2020);
- innovation and continuous improvement is pursued (section 9(e) of the LGA2020);
- collaboration with other councils, governments and statutory bodies is sought – many advisory committees and reference groups have representatives attending from these organisations (section 9(f) of the LGA2020);
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- regional, state and national plans and policies are taken into account in strategic planning and decision making – diverse representation within these groups ensures this occurs (section 9(h) of the LGA2020); and
- the transparency of Council decisions, actions and information is ensured by this regular reporting mechanism (section 9(i) of the LGA2020).

6. Victorian Charter of Human Rights and Responsibilities

All matters relevant to the Victorian Charter of Human Rights and Responsibilities have been considered in the preparation and are consistent with the standards set by the Charter.

7. The Gender Equality Act 2020

The *Gender Equality Act 2020* came into operation on 31 March 2021 and requires councils to take positive action towards achieving workplace gender equality and to promote gender equality in their policies, programs and services.

Council's Diversity, Access and Equity Policy and the *Gender Equality Act 2020* have been considered in the preparation of this report but are not relevant to its contents because it is a reporting mechanism only.

The report does not have the potential to influence broader social norms and gender roles nor does it benefit any one gender group over any other.

8. Consideration of Climate Change and Sustainability

One of the overarching governance principles of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

In January 2020, this Council joined a growing number of cities around Australia and declared a “Climate and Ecological Emergency” and committed this Council to emergency action on climate change. Council has developed a Climate Change Emergency Strategy and Action Plan 2020-30 to help the City of Greater Dandenong become a resilient, net zero carbon emission city with an active community prepared for the challenges of changing climate.

This report has no impact on Council’s Declaration on a Climate and Ecological Emergency, Council’s Climate Change Emergency Strategy 2020-2030 or the requirements of the *Local Government Act 2020* in relation to the overarching governance principle on climate change and sustainability because it is purely administrative in nature and is a reporting mechanism only.

9. Recommendation

That Council notes the draft Minutes of meeting for the Arts Advisory Board as provided in Attachment 1 to this report.

MINUTE 421

Moved by: Cr Lana Formoso
Seconded by: Cr Angela Long

That Council notes the draft Minutes of meeting for the Arts Advisory Board as provided in Attachment 1 to this report.

CARRIED

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

OTHER

DRAFT MINUTES OF ARTS ADVISORY BOARD MEETING

ATTACHMENT 1

**ARTS ADVISORY BOARD MEETING ON
15 FEBRUARY 2022**

PAGES 6(including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

Advisory Committee or Reference Group Name: Arts Advisory Board
Date of Meeting: 15 February 2022
Time of Meeting: 6.30pm – 8.30pm
Meeting Location: Online via Microsoft TEAMS

Attendees: Roh Singh (Chair), Mish Eisen, Oz Malik, Tilla Buden, Susan Strano, Holly DeMaria

Apologies: Shelley McSpedden, Cnr Rhonda Garad

Minutes: Business Support Officer

Item No.	Item	Action	Action By
1	<p>Welcome and Introductions</p> <p><i>“We acknowledge the traditional owners and custodians of this land, the Bunurong People, and pay respects to their Elders past, present and emerging.</i></p> <p><i>We recognise and respect their continuing connections to Climate, Culture and Country and we also pay our respects and acknowledge all Aboriginal peoples and their Elders present here today, in acknowledging their journey.”</i></p> <p>Apologies: Cnr Rhonda Garad and Shelley McSpedden</p> <p>Introduction: Business Support Officer - Community Arts, Culture and Library Services</p>		
2	<p>Conflicts of Interest</p> <p>Opportunity for AAB members to declare any conflicts of interest regarding agenda items.</p> <p>Call for any declarations of conflicts of interest from AAB members and Officers.</p> <p>No declarations made.</p>		

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

3	<p>Review of Minutes</p> <p>Arts Advisory Board Meeting, 7 September 2021</p>	Minutes approved	<p>Endorsed: ME</p> <p>Seconded: RS</p>
4	<p>Vacant AAB position</p> <p>Excerpt of AAB Terms of Reference (membership section) presented to AAB members.</p> <p>Discussion held around resignation of AAB member Priya Srinivasan in 2021 and if additional members are required to cover similar skillset.</p> <p>AAB members felt that the current board fulfills the requirements of the Terms of Reference however, see benefit to advertising/inviting applicants to strengthen representation of Performing Arts (Music).</p> <p>Officers detailed the process of the formalised selection process for new members. Discussion held around coinciding a call out for working group members at the same time.</p> <p>RS sought clarification from Officers regarding extension of current AAB members by 12 months due to impact of COVID-19. Officers provided details of process of seeking Council approval for this and aligning with recruitment of additional AAB member. Officers requested to commence process by AAB members. All members in favour of extending membership by 12 months.</p>	<p>Commence process of recruitment for AAB membership and call out for pool of working group member volunteers: advertisement/invitation for applicants.</p> <p>Include process of requesting Council approval to extend current AAB membership by 12 months due to impacts of COVID-19.</p>	<p>Coordinator Arts and Cultural Development/Coordinator Drum Theatre</p> <p>Coordinator Arts and Cultural Development/Coordinator Drum Theatre</p>
5	<p>Working Group Administration</p> <p>AAB Working Group Terms of Reference provided to AAB members.</p> <p>Chair requested that all Working Groups meet and review Terms of Reference.</p>	<p>Schedule initial meeting and determine frequency and schedule of annual meetings for all Working Groups.</p> <p>Review Working Group Terms of Reference with members.</p>	<p>Working Group Chairs</p> <p>Working Group Chairs</p>
6	<p>Working Group Chair Reports</p> <p>Working Group Chairs provided updates on status of working groups for 2022. All group memberships impacted by COVID-19, with some</p>	<p>Commence process of advertising, recruitment and approval for additional working group members. Align</p>	<p>Working Group Chairs/Officers</p>

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

	<p>working group members unable to continue commitment to groups.</p> <p>Working group chairs and Officers discussed opportunity to advertise for Expressions of Interest from community to be involved</p> <p>Consensus from AAB members that all working groups would benefit from additional members.</p> <p>Next Community Connection working group meeting scheduled for 27 February 2022. Others to be scheduled by WG Chairs.</p>	<p>with AAB member recruitment advertising.</p> <p>Schedule initial meeting for working groups.</p> <p>Develop annual meeting schedule for 2022.</p> <p>Share Terms of Reference for each working group at next working group meeting.</p>	<p>Working Group Chairs</p> <p>Working Group Chairs</p> <p>Working Group Chairs</p>
7	<p>New Arts and Cultural Heritage Strategy Update</p> <p>Update provided by Officers. Strategy is currently in drafting phase. Strategy to go out for public consultation in April. Final Council review and endorsement scheduled for 27 June 2022.</p> <p>AAB members thanked for contributions to consultation.</p>	<p>Review and share draft strategy with AAB, working group members and community / arts contacts when it is available for review in April</p>	<p>AAB members / Officers</p>
8	<p>Facility & Service Updates/Discussion</p> <p>Update provided by Officers.</p> <p>The Drum: Now open after extended COVID-19 closure. In 2021, 50% closure due to lockdown. 85 performances, 117 non-performance events, approximately 14, 000 attendees.</p> <p>Season 1 program circulated. AAB members reminded of complimentary tickets available (6 per annum). Programming seeking to align with emerging themes of new strategy with focus on diversity and reimagining public space. Upcoming performances and workshops including "Paradise Lots" at Thomas Street carpark, augmented reality workshop and Indigenous community engagement with Isaiah Firebrace concert.</p> <p>Walker Street Gallery: Open after</p>	<p>Hard copy of program to be mailed to AAB members.</p> <p>Update AAB members regarding new staffing appointments when finalised.</p>	<p>Coordinator The Drum/Business Support Officer</p> <p>Coordinator Arts and Cultural Development</p>

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

	<p>extended closure due to COVID-19. Two new exhibitions – JALSA and Lineage & Line.</p> <p>March programming a “celebration of women” including International Women’s Day event 4 March 2022, portrait workshops, acrylic pouring (in partnership with Libraries) and closing event for JALSA and Lineage & Line.</p> <p>New portrait prize exhibition, SEEN, entries now open. Sponsorships secured to support.</p> <p>Online “Quick Arts” continues as an alternative delivery method for Arts and Cultural Development. Library of short clips featuring local artists growing.</p> <p>Harmony Square and Garnar Lane display cases to feature new art displays in coming weeks.</p> <p>Partnership with Youth Services to deliver art project to be installed in Dandenong, April 2022.</p> <p>AAB members to be updated regarding appointment of new Public Art Lead and Venue Support Officers.</p> <p>DNA/PEP project: Officers provided update on the development of DNA and PEP project, which has been delayed due to COVID-19. Confirmed Council’s commitment to WSG facility to remain accessible until new space is available.</p> <p>Detailed Design process and business case work for PEP project to be commenced shortly</p> <p>Around Town/In Situ: Officers and OM provided overview of COVIDSafe activation funding received by Council at the end of 2021 to support place activation in key activity centres throughout CGD. Project partnership with Multicultural Arts Victoria (MAV) with delivery due to commence in February 2022</p>		
<p>9</p>	<p>Sector Updates</p> <p>AAB members provided updates across the different sectors.</p> <p>Confidence in performing arts</p>		

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.2 Draft Minutes of Arts Advisory Board Meeting - 15 February 2022 (Cont.)

	<p>returning – some notable recent highlights discussed. Increased interest in collaboration with culturally diverse creatives from South East Melbourne</p> <p>Noted closure of Australian Institute of Professional Photographs.</p> <p>Invitation from ME to all AAB members to attend Art launch at Docklands.</p>		
		Invitations to be sent via email.	ME to send invites
10	<p>Other business</p> <p>Chair called on AAB members to express preference of board meetings to be held in person (subject to COVID restrictions) or to continue online/hybrid model. Unanimous decision to meet in person for next meeting. Decision was also made to commence at 6pm with a preference for catering to include a range of cuisines from local area. Next meeting to be held at the Drum Theatre.</p>	Forward dietary requirements to VJ and HD before next meeting.	All AAB members
<p>Meeting closed at: 8pm</p> <p>Next Meeting: Tuesday 17 May 2022 (Venue - The Drum Theatre)</p>			

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022

File Id: fA25545
Responsible Officer: Manager Governance

1. Report Summary

As part of Council's ongoing efforts to improve transparency in Council processes, matters discussed at Councillor Briefing Sessions & Pre-Council Meetings (other than those matters designated to be of a confidential nature) are reported on at Council meetings.

The matters listed in this report were presented to Councillor Briefing Sessions & Pre-Council Meetings in February & March 2022.

2. Recommendation Summary

This report recommends that the information contained within it be received and noted.

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022 (Cont.)

3. Background

The Executive Management Team and associated staff at Greater Dandenong City Council host Councillor Briefing Sessions and Pre-Council Meeting on a regular basis (weekly) to inform Councillors about the work officers are undertaking, share information, obtain feedback and discuss strategies and options for current and future work.

To ensure transparency in this process matters discussed at Councillor Briefing Sessions and Pre-Council Meetings (other than those matters designated to be confidential under the *Local Government Act 2020*) are reported on at Council meetings. This report represents matters discussed at the Councillor Briefing Sessions & Pre-Council Meetings in February & March 2022.

4. Matters Presented for Discussion

Item		Councillor Briefing Session/Pre-Council Meeting
1	General Discussion Councillors and Council officers briefly discussed the following items: a) Current COVID-19 status. b) Upcoming items for Councillor Strategic Planning weekend. c) Agenda items for the Council Meeting of 14 February 2022.	14 February 2022
2	Advanced Waste Technology Procurement (CONFIDENTIAL)	21 February 2022
3	Noble Park Link Road Naming Proposal Councillors were provided with naming options including a recommendation to engage Bunurong Land Council to submit up to two names for the naming of the newly created link road in Noble Park.	21 February 2022
4	Prayers at Council Meetings Councillors were presented with information regarding a proposal for the Interfaith Network to facilitate the gradual introduction of affirmations (in addition to prayers) at the commencement of Council Meetings.	21 February 2022

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022 (Cont.)

<p>5</p>	<p>General Discussion</p> <p>Councillors and Council officers briefly discussed the following items:</p> <ul style="list-style-type: none"> a) Current COVID-19 status. b) Success of the recent 'New Beginnings' event. c) Rating update on Social Housing. d) Agenda items for the Council Meeting of 28 February 2022. 	<p>21 February 2022</p>
<p>6</p>	<p>General Discussion</p> <p>Councillors and Council officers briefly discussed the following items:</p> <ul style="list-style-type: none"> a) Current COVID-19 status. b) Proposed property acquisition (CONFIDENTIAL). c) Upcoming 'Make Your Move' Day. d) Illegal rubbish dumping within the municipality. e) Agenda items for the Council Meeting of 28 February 2022. 	<p>28 February 2022</p>
<p>7</p>	<p>South East Leisure – Business Plan (CONFIDENTIAL)</p>	<p>7 March 2022</p>
<p>8</p>	<p>Advanced Waste Processing Procurement (CONFIDENTIAL)</p>	<p>7 March 2022</p>
<p>9</p>	<p>Australian Local Government Association (ALGA) Motions for National General Assembly</p> <p>Councillors were provided with a reminder regarding any motions they would like to table at the upcoming ALGA National General Assembly.</p>	<p>7 March 2022</p>
<p>10</p>	<p>General Discussion</p> <p>Councillors and Council officers briefly discussed the following items:</p> <ul style="list-style-type: none"> a) Current COVID-19 status. b) Success of recent events within the municipality. c) Agenda items for the Council Meeting of 15 March 2022. 	<p>7 March 2022</p>
<p>11</p>	<p>I Cook Foods Update (CONFIDENTIAL)</p>	<p>7 March 2022</p>

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022 (Cont.)

5. Apologies

- Cr Bob Milkovic submitted an apology for the Pre-Council Meeting on 14 February 2022.
- Cr Richard Lim and Cr Bob Milkovic submitted apologies for the Councillor Briefing Session on 21 February 2022.
- Cr Eden Foster and Cr Bob Milkovic submitted apologies for the Pre-Council Meeting on 28 February 2022.
- Cr Bob Milkovic submitted an apology for the Council Meeting on 28 February 2022.

6. Community Vision 2040 and Council Plan 2021-25 – Strategic Objectives, Strategies and Plans

After consultation with the Greater Dandenong community on what kind of future they wanted for themselves and our city, the Greater Dandenong People's Panel developed a new Community Vision for 2040:

*The City of Greater Dandenong is a home to all.
It's a city where you can enjoy and embrace life through celebration and equal opportunity.
We harmonise the community by valuing multiculturalism and the individual.
Our community is healthy, vibrant, innovative and creative.
Our growing city is committed to environmental sustainability.
Welcome to our exciting and peaceful community.*

6.1 Community Vision 2040

This report is consistent with the Community Vision 2040 and its accompanying principles:

- Safe and peaceful community.
- Education, training, entrepreneurship and employment opportunities.
- Sustainable environment
- Embrace diversity and multiculturalism.
- Mind, Body and Spirit
- Art and Culture.

6.2 Council Plan 2021-25

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following strategic objectives:

- A socially connected, safe and healthy city.
- A city that respects and celebrates diversity, our history and the arts.
- A city of accessible, vibrant centres and neighbourhoods.
- A green city committed to a sustainable future.
- A city that supports entrepreneurship, quality education and employment outcomes.
- A Council that demonstrates leadership and a commitment to investing in the community.

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022 (Cont.)

7. The Overarching Governance Principles of the *Local Government Act 2020*

Section 9 of the *Local Government Act 2020* (LGA2020) states that a Council must in the performance of its role give effect to the overarching governance principles.

Reporting on matters discussed at Councillor Briefing Sessions and Pre-Council Meetings gives effect to the overarching governance principles (in particular, section 9(i) of the *Local Government Act 2020*) in that the transparency of Council actions and information is ensured.

8. Victorian Charter of Human Rights and Responsibilities

All matters relevant to the Victorian Charter of Human Rights and Responsibilities have been considered in the preparation and are consistent with the standards set by the Charter.

9. The *Gender Equality Act 2020*

The *Gender Equality Act 2020* came into operation on 31 March 2021 and requires councils to take positive action towards achieving workplace gender equality and to promote gender equality in their policies, programs and services.

Council's Diversity, Access and Equity Policy and the *Gender Equality Act 2020* have been considered in the preparation of this report but are not relevant to its contents because it is a reporting mechanism only. The report does not have the potential to influence broader social norms and gender roles nor does it benefit any one gender group over any other.

10. Consideration of Climate Change and Sustainability

One of the overarching governance principles of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

In January 2020, this Council joined a growing number of cities around Australia and declared a "Climate and Ecological Emergency" and committed this Council to emergency action on climate change. Council has developed a Climate Change Emergency Strategy and Action Plan 2020-30 to help the City of Greater Dandenong become a resilient, net zero carbon emission city with an active community prepared for the challenges of changing climate.

This report has no impact on Council's Declaration on a Climate and Ecological Emergency, Council's Climate Change Emergency Strategy 2020-2030 or the requirements of the *Local Government Act 2020* in relation to the overarching governance principle on climate change and sustainability because it is purely administrative in nature and is a reporting mechanism only.

11. Recommendation

That:

- 1. the information contained in this report be received and noted; and**

4.2.3 Report on Matters Discussed at Councillor Briefing Sessions & Pre-Council Meetings - 14, 21, 28 February & 7 March 2022 (Cont.)

2. **the information discussed at the above listed Councillor Briefing Sessions and Pre-Council Meetings that was declared confidential in Items 2, 6(b), 7, 8 & 11 under section 3(1) of the *Local Government Act 2020* remains confidential until further advisement unless that information forms the subject of a subsequent Council report.**

MINUTE 422

Moved by: Cr Richard Lim OAM
Seconded by: Cr Angela Long

That:

1. **the information contained in this report be received and noted; and**
2. **the information discussed at the above listed Councillor Briefing Sessions and Pre-Council Meetings that was declared confidential in Items 2, 6(b), 7, 8 & 11 under section 3(1) of the *Local Government Act 2020* remains confidential until further advisement unless that information forms the subject of a subsequent Council report.**

CARRIED

4.2.4 List of Registered Correspondence to Mayor and Councillors

File Id:	qA283304
Responsible Officer:	Manager Governance
Attachments:	Correspondence Received 7-18 March 2022

Report Summary

Subsequent to resolutions made by Council on 11 November 2013 and 25 February 2014 in relation to a listing of incoming correspondence addressed to the Mayor and Councillors, Attachment 1 provides a list of this correspondence for the period 7-18 March 2022.

Recommendation

That the listed items provided in Attachment 1 for the period 7-18 March 2022 be received and noted.

MINUTE 423

Moved by: Cr Loi Truong
Seconded by: Cr Tim Dark

That the listed items provided in Attachment 1 for the period 7-18 March 2022 be received and noted.

CARRIED

4.2.4 List of Registered Correspondence to Mayor and Councillors (Cont.)

OTHER

**LIST OF REGISTERED CORRESPONDENCE TO
MAYOR AND COUNCILLORS**

ATTACHMENT 1

**CORRESPONDENCE RECEIVED
7-18 MARCH 2022**

PAGES 3 (including cover)

If the details of the attachment are unclear please contact Governance on 8571 5235.

4.2.4 List of Registered Correspondence to Mayor and Councillors (Cont.)



Correspondences addressed to the Mayor and Councillors received between 07/03/22 & 18/03/22 - for officer action - total = 1

Correspondence Name	Correspondence Dated	Date Record Created	Objective ID	User Assigned
A letter to the Mayor from the Mayor of Monash City Council requesting feedback regarding the future of school crossings in Victoria.		09-Mar-22	fa240418	Regulatory Services

NB: Users assigned may have changed by the time of the Council Meeting. Correct at time of report production only.

4.2.4 List of Registered Correspondence to Mayor and Councillors (Cont.)



Correspondences addressed to the Mayor and Councillors received between 07/03/22 & 18/03/22 - for information only - total = 3

Correspondence Name	Correspondence Dated	Date Record Created	Objective ID	User Assigned
A letter from company HYZON offering a briefing to Councillors about its business plans to further fuel cell electric mobility in Greater Dandenong.	07-Mar-22	08-Mar-22	A8562790	Mayor and Councillors EA
The 2021 Year Book from Emerson School.	11-Mar-22	11-Mar-22	A8576922	Mayor and Councillors EA
A letter of thanks and appreciation from Movement & Place Consulting for Council's support of the Dandenong Parkrun.	23-Feb-22	15-Mar-22	A8583687	Mayor and Councillors EA

NB: Users assigned may have changed by the time of the Council Meeting. Correct at time of report production only.

4.3 CONTRACTS

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services

File Id:	qA453610
Responsible Officer:	Director Business, Engineering & Major Projects
Attachments:	Tender Information (Confidential)

1. Report Summary

This report outlines the tender process undertaken to select a suitably qualified and experienced contractor for the provision of Council Buildings Cleaning Services.

2. Recommendation Summary

This report recommends that Council awards Makkim Pty Ltd trading as Australian Environmental Cleaning Services (AECS) for a fixed Lump Sum of One Million Five Hundred and Ninety-Three Thousand and Ninety-Seven Dollars and Thirteen Cents (\$1,593,097.13) per annum including GST of \$144,827.01. The fixed lump sum includes the supply of consumables.

The initial contract term is two (2) years and Council reserves the option, at its sole and absolute discretion, to extend the contract for three (3) twelve-month extensions.

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

3. Background

The City of Greater Dandenong has over 42 council staffed buildings including premier buildings like the Civic Centre, Springvale Community Hub and the DRUM; maternal and children's health centres and community facilities like the Springvale Town Hall, Jan Wilson Centre, The Castle and senior citizen centres.

Council requires an efficient maintenance cleaning service to present the City of Greater Dandenong offices and facilities to its customers and officers at an optimum level of cleanliness and tidiness. In addition, the cleaning service must conform and adhere to public health guidelines in a post-COVID pandemic environment.

Council requires the implementation of a quality monitoring and reporting system under this contract. The Contractor must plan and implement a quality monitoring system for the services provided.

4. Tender Process

Tender 2021-52EOI was advertised on Saturday 15 May 2021 in the Age newspaper and closed at 2:00PM Tuesday 1 June 2021.

At the close of the initial tender (2021-52EOI) advertising period submissions were received from twenty-six (26) contractors as indicated below.

1. All Industries Solutions
2. Alpha Corporate Property Services
3. ARA Indigenous Services
4. Ausbright Facilities Management
5. Australian Environmental Cleaning Services
6. BG Corporate Services
7. Blue Sky Services
8. Bluegum Services Group
9. Centre Point Cleaning
10. Cleaning Wizard Australia
11. Cleano Australia
12. Crown Property Services
13. GJK Facility Services
14. Independent Safe Caring at Home
15. KC Facility Services
16. Laurel Group
17. New Start Australia
18. Oita Facility Management
19. Premium Corporate Property Services
20. Quad Services

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

- 21. Site Management
- 22. Solo Services Group
- 23. Storm International
- 24. Swachh Cleaning Services
- 25. VDG
- 26. Zentia Integrated Services

5. Tender Evaluation

The evaluation panel consisted of Council’s Coordinator Building Maintenance, Building Facilities Officer and Senior Contracts Officer, with OH&S Consultant providing specialist advice.

Tenders were evaluated using Council’s Weighted Attributed Value Selection Method. The advertised evaluation criteria and the allocated weightings for evaluation are as follows:

	Evaluation Criteria	Weighting
1	Price	55%
2	Resources	30%
3	Social Procurement	5%
4	Local Industry	5%
5	Environmental	5%
6	OH&S Management System	PASS/FAIL
7	Environmental Management System (EMS)	PASS/FAIL

Tenderers were ranked by panel members against each criteria on a scale of 0 – 5 based on the table listed below.

Score	Description
5	Excellent
4	Very Good
3	Good
2	Acceptable
1	Marginally acceptable
0	Not Acceptable

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

An evaluation was undertaken and from the twenty-six (26) respondents for tender process 2021-52EOI, ten (10) contractors were shortlisted to submit a tender. The invited contractors were:

1. Alpha Corporate Property Services
2. ARA Indigenous Services
3. Blue Sky Services
4. Australian Environmental Cleaning Services
5. GJK Facility Services
6. Bluegum Services Group
7. Storm International
8. Ausbright Facilities Management
9. Crown Property Services
10. Laurel Group

The above contractors were invited to attend site visits to determine the exact scope of works.

Reponses for evaluation were received from the below contractors:

1. Alpha Corporate Property Services
2. ARA Indigenous Services
3. Blue Sky Services
4. Australian Environmental Cleaning Services
5. GJK Facility Services
6. Bluegum Services Group
7. Ausbright Facilities Management

Each submission was assessed against all evaluation criteria, to ensure that the tenderers me the standards required for Council contractors. A fail in any criterion would automatically exclude tenderers from further consideration for this contract.

The weighted attribute points scores resulting from the assessment are shown in the following table:

Tenderer	Price Points	Non-Price Points	OH&S & EMS	Total Score
Makkim Pty Ltd T/A Australian Environmental Cleaning Services	0.84	2.08	Registered and Compliant Rapid Global	2.92
Ausbright Facilities Management	1.90	1.00	Registered and Compliant Rapid Global	2.90

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

Alpha Corporate Property Services P/L	1.37	1.50	Certified Systems -JASANZ	2.87
GJK Facility Services	1.94	0.88	Certified Systems -JASANZ	2.82
Blue Sky Services (Vic) P/L	1.72	1.00	Registered and Compliant Rapid Global	2.72
Bluegum Services Group P/L	1.38	1.16	Registered and Compliant Rapid Global	2.54
ARA Indigenous Services P/L	0.15	1.80	Certified Systems -JASANZ	1.95

At the completion of the tender evaluation process described above, the Panel agreed that Makkim Pty Ltd T/A Australian Environmental Cleaning Services who is the current contractor was the preferred tenderer. Their submission provided the best value outcome for Council.

Note:

The higher the price score – lower the tendered price.

The higher the non-price score – represents better capability and capacity to undertake the service.

6. Financial Implications

The budget provision associated with the service is \$1,668,139.00 per year. which is sufficient to fund the expected works for the life of the contract.

The resource requirements are in accordance with the existing operational budgetary allocation.

Schedule of Rates ***A schedule of rates contract is one under which the amount that is payable to the contractor is calculated by applying an agreed schedule of rates to the quantity of work that is performed.***

Lump Sum ***A lump sum contract or a stipulated sum contract will require that the supplier agree to provide specified services for a stipulated or fixed price.***

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

7. Social Procurement

Australian Environmental Cleaning Services (AECS) have always aimed to employ a large percentage of their workforce from within the municipality that they are contracted to provide services. This is also the case with City of Greater Dandenong. As the incumbent for the past 17 years AECS have built up a large and loyal workforce of predominately local cleaners.

Over the past few years AECS has worked closely with organisations that assist in placing disadvantaged people in employment. The main company they deal with is Matchworks. AECS also have a working relationship with Sidekicker. Sidekicker are a company who in conjunction with the Victorian government manage the Work Force Victoria program to find positions for people who have been disadvantaged by the COVID situation.

8. Local Industry

Australian Environmental Cleaning Services (AECS) have indicated the percentage estimates shown below that they intend to spend at Greater Dandenong businesses in the form of labour, materials, plant, supervision, and subcontractors.

PERCENTAGE OF LOCAL CONTENT (%)			
Labour	Materials	Plant	Supervision
90	90	50	50

9. Consultation

During the tender evaluation process and in preparation of this report, relevant Council Officers from Council's Building Maintenance Unit and Risk Management & OHS were consulted.

10. The Overarching Governance Principles of the *Local Government Act 2020*

Section 9 of the *Local Government Act 2020* (the LGA 2020) states that a Council must in the performance of its role give effect to the overarching governance principles. When a

tender process is undertaken it is fundamentally underpinned by the following overarching governance principles:

- Section 9(a) of the LGA2020 - Council decisions are to be made and actions taken in accordance with the relevant law;
- Section 9(b) of the LGA2020 - Priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- Section 9(c) of the LGA2020 - the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted;
- Section 9(e) of the LGA 2020 - innovation and continuous improvement is to be pursued;
- Section 9(f) of the LGA 2020 - collaboration with other councils and governments and statutory bodies is to be sought;

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

- Section 9(g) of the LGA2020 - the ongoing financial viability of the Council is to be ensured; and
- Section 9(i) of the LGA2020 - the transparency of Council decisions, actions and information is to be ensured.

In giving effect to the overarching governance principles above, the following supporting principles are also considered throughout any tender process:

- Section 89 of the LGA2020 - the strategic planning principles; and
- Section 1010 of the LGA 2020 - the financial management principles.

11. Victorian Charter of Human Rights and Responsibilities

Council, Councillors and members of Council staff are a public authority under the *Charter of Human Rights and Responsibilities Act 2006* and, as such, are all responsible to act in accordance with the *Victorian Charter of Human Rights and Responsibilities 2006* (the Charter).

All matters relevant to the Victorian Human Rights Charter have been considered in the preparation of this report and are consistent with the standards set by the Charter.

Included in the tender submissions, successful contractors have completed the Modern Slavery Questionnaire, Questionnaire for Potential Contractors (Fair work) and the Victorian Child Safe Standards Questionnaire (Schedule 9).

The responses provided to these statements by all successful contractors were assessed and determined to be satisfactory in the context of the Victorian Charter of Human Rights and Responsibilities

12. The Gender Equality Act 2020

The *Gender Equality Act 2020* came into operation on 31 March 2021 and requires councils to take positive action towards achieving workplace gender equality and to promote gender equality in their policies, programs and services.

Included in the submission for this tender, contractors were required to address Councils Social Employment opportunities (Schedule 7B). This includes questions to address Council's Diversity, Access and Equity Policy.

The responses provided to these statements by all successful contractors were assessed and determined to be satisfactory in the context of the Gender Equality Act.

13. Climate Change and Sustainability

One of the overarching governance principles of the *Local Government Act 2020* is that the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted.

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

In January 2020, this Council joined a growing number of cities around Australia and declared a "Climate and Ecological Emergency" and committed this Council to emergency action on climate change. Council has developed a Climate Change Emergency Strategy and Action Plan 2020-30 to help the City of Greater Dandenong become a resilient, net zero carbon emission city with an active community prepared for the challenges of changing climate.

Council's Declaration on a Climate and Ecological Emergency, Council's Climate Change Emergency Strategy 2020-2030 and the requirements of the *Local Government Act 2020* in relation to the overarching governance principle on climate change and sustainability have been considered in the preparation of this report but are not relevant to its contents.

14. Conclusion

At the conclusion of the tender evaluation process, the evaluation panel recommends **Makkim Pty Ltd trading as Australian Environmental Cleaning Services** as Council's preferred tenderer. This company has previously demonstrated its ability to satisfactorily undertake the provision of Council Building Cleaning Services for the City of Greater Dandenong. Makkim Pty Ltd is the current contractor. The company has considerable experience in maintenance cleaning services for other Councils and State Government organisations.

It is acknowledged that this is not the lowest cost tender and it is important to note that for a sensitive service such as cleaning, experience and capability is imperative. In our detailed evaluation of the non-price resource allocation scores, Makkim scored the highest with adequate resource provisions, at the applicable industry award rates, to ensure cleaning is performed and maintained to the required high standard. Cleaning is a very visible and health impacting service where a deficiency in resource allocation can have large ramifications to required service outcomes.

They possess the required levels of experience, staff resources, equipment, management support and supervision capabilities and also have the appropriate OH&S and Environmental Management Systems available.

15. Recommendation

That Council:

1. **awards Contract 2122-11Q to Makkim Pty Ltd trading as Australian Environmental Cleaning Services for a fixed Lump Sum of One Million Five Hundred and Ninety-Three Thousand and Ninety-Seven Dollars and Thirteen Cents (\$1,593,097.13) per annum including GST of \$144,827.01. The fixed lump sum includes the supply of consumables;**
2. **reserves the option to extend the initial contract term by (3) three 12-month extensions at the sole and absolute discretion of Council; and**
3. **signs and seals the contracts documents when prepared.**

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

MINUTE 424

Moved by: Cr Angela Long
Seconded by: Cr Richard Lim OAM

That Council:

1. **awards Contract 2122-11Q to Makkim Pty Ltd trading as Australian Environmental Cleaning Services for a fixed Lump Sum of One Million Five Hundred and Ninety-Three Thousand and Ninety-Seven Dollars and Thirteen Cents (\$1,593,097.13) per annum including GST of \$144,827.01. The fixed lump sum includes the supply of consumables;**
2. **reserves the option to extend the initial contract term by (3) three 12-month extensions at the sole and absolute discretion of Council; and**
3. **signs and seals the contracts documents when prepared.**

CARRIED

4.3.1 Contract No. 2122-11Q Council Buildings Cleaning Services (Cont.)

REPORT
Contracts

28 March 2022

CONTRACTS

**CONTRACT NO. 2122-11Q COUNCIL
BUILDINGS CLEANING SERVICES**

ATTACHMENT 1

**TENDER INFORMATION
(CONFIDENTIAL)**

PAGES 6 (including cover)

This attachment has been deemed confidential by the Chief Executive Officer under section 3(1) of the *Local Government Act 2020* and has not been provided within the Public Agenda.

Page 1

5 NOTICES OF MOTION

Nil.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS

Comment

Cr Tim Dark

It has been a very busy fortnight attending many events within the municipality. It has been very busy as the cricket season draws to a conclusion and the football and soccer season begin. It is going to be a very busy winter given the work that is currently occurring.

Question

Cr Tim Dark

I have received correspondence from a resident which I will pass onto the relevant Director with regards to the access path between Bloomfield Road and Kendra Place in Keysborough. A pedestrian in an electric scooter got stuck and could not get through to the other side or reverse. Luckily a resident was nearby and was able to assist. Can officers investigate as a matter of priority regarding access?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Yes, our Traffic Engineers will assess the site.

Cr Lana Formoso left the Chamber at 7.46pm.

Question

Cr Tim Dark

Regarding the Rowley Allan Reserve works on the Master Plan. The fence is up, the old netball courts have been removed and new netball courts installed as part of a CIP budget. It was mentioned to me on the weekend that there is no signage and people do not know what is going on. Can signage be installed regarding the new netball courts and the fact that there are upgrades happening to the Reserve?

Response

Jody Bosman, Director City Planning, Design and Amenity

We will certainly arrange for some signage and it is probably a very good opportunity to arrange for some signage out there promoting the things that we are doing in the area for the community safety that we do.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Question

Cr Tim Dark

My next question is from the 2nd Springvale Scout Group in Springvale South on Springvale Road next to the Coinda Centre. The disabled ramp that accesses the building is starting to fail and there have been some issues when people walk up the ramp, it wobbles quite a bit. Can we investigate to ensure it is safe?

Response

Jody Bosman, Director City Planning, Design and Amenity

Yes. We will investigate to ensure the appropriate standards and installation are operating to the safety rules of Council.

Question

Cr Tim Dark

I attended on the weekend the Keysborough Cricket Club Presentation Night. On the night, there was a conversation that the boards and electrics which I know historically we have had issues with at the Reserve, have been failing. It was fortunate that one of the members is an electrician by trade and had a general master key that could open the back so that one of the players ended up accessing the rear part of that box and fixed the fuses. It has been a pre-existing issue for some time so can Council electricians investigate to determine exactly what the issue is? There were also issues with the wiring of the scoreboard lights and that some lights were out and some were on alternating.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Council contractors will investigate.

Question

Cr Tim Dark

I also attended the opening of the Street Food Turkey which is a new business in Chandler Road near the Parkmore Road shops in Keysborough. This is a small row of shops which for a long time has not had a whole lot of life. It has been a topic of conversation for local residents along with Railway Parade. The Street Food Turkey is operated by a gentleman who lives out north and has returned to the south east. His parents live in my Ward and he has just opened a business which is doing a roaring trade. He wanted to know whether we could pass on some information to the Business team and consult to see what ways that this Council could support him in terms of growing his business and obtaining further name recognition.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Officers will investigate.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Cr Lana Formoso returned to the Chamber at 7.48pm.

Question

Cr Tim Dark

I attended on the weekend, the Springvale German Lutheran Church's 60th Anniversary with Cr O'Reilly and Cr Lim. It was interesting and it was something that I was not completely aware of but in 1962 when the German Lutheran Church opened, it was opened because of the Robert Bosch enterprises located at the corner of Centre Road. Also nearby were Volkswagen and other German industries which were a significant part of what happened here in Melbourne. As a result of that, there was a mass migration and the church rapidly went from a small group operating out of a house to 220 members. 60 years later we are celebrating their 60th Anniversary together with the opening of a brand new part of the building. They received a certificate of appreciation but they have another request as well. They are having issues with the Department of Immigration regarding their new pastor's application so the church is currently without a pastor. They have been struggling to assist and have not heard anything back from the Department. I do have some information that I can forward on but if we could please write a letter of support and an update on where the matter is. Many people, particularly older residents who speak German are attending the services online via Microsoft Teams at 12.15am making it difficult to deliver the service to the elderly via Microsoft Teams at that time. Can Council please write to the Department of Immigration and the relevant Ministers for an update on the pastor's application?

Comment

Cr Eden Foster, Deputy Mayor

Yes.

Question

Cr Bob Milkovic

Can I have an update on the consideration for the outdoor dining screens on Brady Road? Some shops I visited with a Council officer in October or November last year and I have not heard anything regarding government grants.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

Officers will provide an update.

Question

Cr Bob Milkovic

Can I have an update on the Brady Road public toilets design and the progress on that project?

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

I will provide an update on that.

Comment

Cr Bob Milkovic

I wanted to thank all Council officers, managers and the contractors who have been doing fantastic work on road resurfacing, kerb and channel replenishment and the reworks in Dandenong North. It is occurring in Kriegel Way, Lipton Drive and surrounding areas. The residents are appreciative as the roads needed work done on them.

Comment

Cr Richard Lim OAM

On Wednesday 16 March 2022, I had a very good online discussion via Zoom with Ms Bellshank from the Victorian Local Government Association. It was an opportunity for her to get to know me, my background, my job as a Councillor during the last 15 months, the obstacles if any that I have faced as a Councillor. Most importantly, she encouraged me to talk to our multicultural communities having a very diverse community of about 156 different nationalities, particularly encouraging our people to pursue careers in Council or Local Government. The point she was trying to bring across was she wants to encourage others and to see more culturally diverse community leaders as Councillors and my experiences during Elections. We discussed many things and it was an interesting discussion.

On Friday 18 March 2022, I met with the Body Corporate and a real estate agent to discuss business propositions for the Springvale Activity Centre, finding out more information and determining whether it is good and attractive for our shopping centre. It was some good news that they promised to build a brand new toilet at the Springvale Centre.

On Saturday 19 March 2022, I visited Springvale Shopping Centre and spoke to shoppers and visitors to the Centre requesting donations to the Flood Appeal for Queensland and New South Wales. People have experienced tough times and some have lost everything so we have raised a couple of thousand dollars so far which is really good. We also raised some funds for Ukraine.

On Friday 25 March 2022, I attended the official Naming Ceremony for one of the buildings at the Springvale Rise Primary School with Cr Sean O'Reilly who is the President of the School Council. It was a great opportunity for me to meet former staff members and some familiar students. Most importantly, also attending was the Premier Daniel Andrews who was the special guest. The building was named after Annette Hilton the very first Principal of Springvale Rise Primary School in 2010 after the merge of Springvale Heights Primary School where she was already the principal and Springvale Primary School. Mrs Hilton is remembered for her commitment, working closely with myself and our committee and for the multicultural community.

On Saturday 26 March 2022, I attended a charity dinner by the Jam'ah Muslim Melbourne Charity Association. It was a great event by a small community of less than a hundred people but they work very hard, support each other, members of the Muslim communities from different backgrounds such

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

as Vietnam, Cambodia and the Philippines. They live all around Melbourne but they came together and donated a lot with some of them donating about \$10,000. My estimation that night was they would have raised \$100,000. They wanted to raise \$320,000 to build a mosque in Vietnam because they are the minority there so they spoke to me about some help from Council. I said I would explore that and see if we can help this association.

On Sunday 27 March 2022, I attended the St Johns German Lutheran Parish 60th Anniversary with Cr Dark and also Cr Sean O'Reilly. As Cr Dark has already mentioned, they really appreciate our city and were very interested and surprised to know when I mentioned to them that we have more than 156 nationalities yet, we live in harmony with each other which is important. They spoke about improvements, changes especially in Springvale in the last 12 months with outdoor dining. Cr Dark was chatting to a gentleman who is an architect from Singapore and was there with his wife. He probably could provide free service for building a new church and when he sees Springvale, it is similar to other southeast Asian countries and his mother lived in Springvale for a long time after arriving in Australia. In the afternoon, I attended the Narwoz Festival to celebrate the Afghan New Year with Cr Jim Memeti, Cr Sean O'Reilly and Cr Lana Formoso. The event was also attended by the Hon Mark Dreyfus QC MP and Federal Member for Bruce, Julian Hill MP. I could not believe the sea of people there of more than 10,000. It was amazing and such a great event. I stayed all afternoon until 6pm with Cr Formoso and Cr Memeti.

Recently a few business owners asked me about outdoor dining. They found out that many business owners, especially for the restaurants and the bubble tea shop had wonderful outdoor dining furniture and they want to have the same. I said Council may have run out of funds. I have given them the contact details for Mr Kevin Van Boxtel and hopefully they will arrange a meeting with myself and the business owners. I would like to thank Mr Kevin Van Boxtel and other Council officers who have done a great job for Springvale. It looks outstanding, admired by everyone for its cleanliness. A German couple mentioned to me how nice and clean Springvale is.

The business owners from the shopping centre who had been using the staff toilets now use the public toilet instead which is good news.

Question

Cr Richard Lim OAM

I have been asked about food safety in Springvale and how often the Council officers inspect the butcher and the fish shops. Initially the food shops were checked frequently but they are now concerned that the butcher and the fish shop owners are not using the right amount of food preservatives according to the Health Department standards. Can the relevant officer investigate for safety reasons and maybe increase inspections in the area?

Response

Jody Bosman, Director City Planning, Design and Amenity

The Public Health Officers within Council have no role to play in monitoring how much preservatives go into products. We do obviously have a role to play in checking the hygiene of premises, of equipment, of the food manufacturing processes under the Food Act but in terms of butcheries, that is dealt with by a separate estate agency outside of Council. I can provide those details to you but it

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

will be a little bit of both. If it is really around the butchery itself and the quality of the meat and what might be going into that meat, that is not a matter that Council can deal with but I am happy to provide the information as to where those enquiries or those complaints can be made.

Cr Bob Milkovic left the Chamber at 8.06pm.

Comment

Cr Rhonda Garad

As other Councillors have noted there have been some tremendous events on. I attended the Noble Park Big Day Out which was a tremendous success and I just remind people about the Keysborough Big Picnic which is coming up, which I am sure will equally be a great success.

It is great to see that the Westwood Boulevard toilets are nearly completed and we look forward to the commencement of the public toilets at Pencil Park in Keysborough South. They will greatly add to the comfort of families that use this incredibly popular park.

The reason I am not in the Chamber tonight and the reason why Mayor Memeti is also not there is that we are currently in Canberra. We are currently leading a Mayoral delegation representing 38 Councils across Australia, representing the interests of asylum seekers and refugees to the current parliament in the pre-budget environment. We know that Dandenong is the second biggest settlement area and we have a very high number of humanitarian refugees that settle, often up to 2,000 a year in pre-COVID times. We are seeing right now the impact of a Federal policy around providing no support to asylum seekers and refugees. Some of whom are waiting up to 12 years to have their paperwork processed and in that time they have no visible means of support, no financial support, no access to medical services, no access to mental health services, no access to education and no access to work permits. We are seeing a level of destitution in our local area, which has never occurred at this scale before and it is extremely heartbreaking.

I would particularly like to thank a resident that has come up here and is working with us and with the politicians today, Sudgig Askeree. Sudgig was telling the politicians that he arrived in 2012 on a boat. He was processed within six months. He is now about to graduate from law at Monash University, Human Rights Law. Conversely his brother arrived one week later and 12 years later has not had his paperwork processed and is still on a temporary visa. He is unable to work, unable to get his family out here, unable to be educated and is now suffering severe mental health impacts. Sudgig also informed us there has been 14 suicides in the Afghan Hazara Community in recent times so, it is a very acute issue and we are very proud to be here to represent this issue to the politicians. We are extremely delighted with the response that we are receiving and we are meeting with politicians from every side. We are very hopeful that we may move this issue and that very soon we may see that this policy change where we do see support rightly provided for these people to live in dignity and for them to have their paperwork processed quickly and for them to start to make a contribution to our community and enrich our community.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Question

Cr Rhonda Garad

Greaves Reserve will be needed more than ever for events once Sandown Park is no longer available for events. In the Master Plan out for consultation, what event infrastructure elements have been left out like the proposed second family toilet on the western side of the reserve and the concurrent question to that is, the consultation site says the Greaves Reserve Master Plan has been formed by a 1997 plan and a 2017/18 events plan. Can these please be put on the website?

Response

Jody Bosman, Director City Planning, Design and Amenity

I think there is quite a lot in what Cr Garad asked more than I can give you answers on tonight. I will take those questions on notice and provide a fully detailed answer.

Cr Bob Milkovic returned to the Chamber at 8.10pm.

Comment

Cr Eden Foster, Deputy Mayor

I want to thank both yourself and Mayor Memeti for representing us, the City of Greater Dandenong at Canberra at the moment and our residents that are impacted by this.

Comment

Cr Angela Long

These are some of the events I have attended since my last formal meeting.

On 16 March 2022, I attended the meeting between the Southern Cemetery Trust and Dandenong and District Aborigines Co-Operative Limited about the cemetery being more indigenous friendly.

On 18 March 2022, I attended the soccer match between Dandenong City and the Eastern Lions. It ended up a draw, 2:2.

On 20 March 2022, I attended the Noble Park RSL Annual General Meeting.

On 22 March 2022, I attended the Southside Flyers presentation night held at the Prince Hotel in St Kilda. Rebecca Cole took out the seasons MVP award and the runner up was Amy Rossi.

On 23 March 2022, I attended the annual Staff Memorial Day at Dandenong.

On 25 March 2022, I attended the soccer match between Dandenong City and Dandenong Thunder. It ended up a draw, 2:2.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

On 26 March 2022, I attended the Masala North Dandenong Football Club at Lois Twohig Reserve for their Auskick morning.

On 27 March 2022, I attended the annual cricket match between Victoria Police and the indigenous community at Greaves Reserve, Dandenong West. I was unable to stay for the full game because of prior commitments. I am usually their scorer.

Today I attended the Disability Advisory Committee meeting.

Question

Cr Angela Long

I have been asked by a business person from Menzies Avenue shops at Dandenong North, when is the road section on Heatherton Road between Springvale Road and Princes Highway going to be fixed. It is in dreadful condition. I know that this subject was brought up at our last Council meeting by Deputy Mayor Cr Eden Foster.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

As a Department of Transport road, Heatherton Road, we are currently preparing a letter to the Minister expressing Council's views on this road.

Question

Cr Angela Long

Why has the intersection of Springvale Road and Windsor Avenue been blocked off for so long and what is the timeline for it to be reopened?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

The reason for Windsor Avenue being closed off is that we were doing a lot of work as part of the Springvale Boulevard project, laying the underground services and particularly the drainage work. The bulk of that has now been completed and we have reopened the road but only to left turning traffic. To have it fully open, we will wait for the completion of the project which is still some time off.

Comment

Cr Lana Formoso

I am very grateful to be standing here in one piece in front of you all this evening as I had a very scary near-death experience on Saturday 26 March 2022. I was leaving the SES Greater Dandenong Unit after spending the entire day volunteering and as I was leaving the premises a hoon that was travelling from Sinclair Road down Mills Road almost hit me at a very, very high speed. You could say over 100km/hr. I called 000 immediately and explained the situation and requested officers attend immediately to assess and located the driver for this reckless behaviour. It is an issue that I have raised on several occasions, most recently in November 2021. We attend our day as volunteers hoping to return in one piece so the fact that I have been a volunteer for the SES and spent the entire

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

day doing that to have to leave the venue to almost be killed by reckless driving which I have flagged on numerous occasions is just outrageous and it needs to stop, and we need something to be done immediately. My first request is to have a keep clear zone painted on the roads for our vehicles as it is a risk for us entering and leaving the premises. I was fortunate enough to stop and look simply because I am aware of the hooning that occurs on this road, but I was blocked by two illegally parked trucks. That did not help the issue so I want immediate action please whether that means coordinating something with Victoria Police as I did call 000 to no avail. Police did not arrive. I was very shaken by the experience and it really puts us off as volunteers to know that we are at risk every time we are entering and leaving these premises. I would urge something be done immediately.

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

If I break the response into two parts, and speak about the parking initially, particularly those larger trucks that were parked on the street. We are aware of this issue and we have had our Coordinator of Transport meet on site with the SES members earlier in the year. We have also explained that when parking occurs, for example, if it is across a vehicle crossing, they can report that directly to us even after hours and we can have a Parking Officer out there straight away. Similarly, we have put it on the general rounds and we have advised our Parking Officers to keep an eye on that area but it does rely on them catching those trucks being parked illegally at the time. It is certainly unfortunate that you experienced such an example of poor driving behaviour there.

With regards to the correct action, we have been working with the Police on this and they have asked us to request that people report directly to the Crime Stoppers hotline with regards to hoon driving. They use the phrase anti-social driving which is known as hoon driving and the benefit of getting it to that hotline is even if it does not result in immediate action, they can then build up a case of bad behaviour particularly if there is evidence of the vehicle and the registration number. Certainly with that additional information which Cr Formoso provided which included the type of car, the colour and the registration, we have been able to send that through to Victoria Police to act on that. As I said, that helps them build up a file of those hoon drivers.

We also make can say that generally Victoria has some of the toughest anti-hoon legislation in the country with penalties that not only include on the spot licence suspension, but also Police have got powers to impound the car or confiscate vehicles accordingly. We are one of the very few Councils within Victoria that has introduced additional bylaws to help the Police, particularly for people that are attending hooning events.

Since the easing of lockdowns, Victoria Police have reported a rapid growth in hooning behaviour and that the south-east and Greater Dandenong is one of the areas of greatest concern. As a result, the Victorian Government and the Police are setting up a Hooning Community Reference Group and we are hoping to have one of our officers sit on that committee to help Police address this issue.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Question

Cr Lana Formoso

Unfortunately, I am not really satisfied with that response and the fact that you are saying we have after hours officers is incorrect because we have officers up until 7pm. This a Victoria Police issue, but what are we doing as a Council to assist this issue in terms of putting keep clear zoning lines onto the road markings? Anything that is going to be a fix for the safety of all volunteers?

Response

Craig Cinquegrana, Acting Director Business, Engineering and Major Projects

There is the hooning so the driver's behaviour we cannot control with line marking. As I said, with the parking issue we can look at that but we really need to record it when the issue occurs so we can observe it first-hand. We do have our officers drop-in and look in that area, but because it is not occurring all the time it is hard to catch as it is. We will look at the line marking to see if there is something we can do. I think our Traffic Officers have investigated it in the past but I will remind them of that.

Comment

Cr Lana Formoso

Yes, I have an email here stating that they did not feel that the line markings were appropriate or necessary. Once again, I urge Council to have that happen as soon as possible, please. Thank you for your response and I look forward to seeing that happen.

I am also very grateful to have attended many amazing events in our municipality. It is so good to be back out again and enjoying these incredible facilities and incredible events that we hold as a Council, particularly being the most diverse.

Clean Up Australia Day, in particular Clean Up Noble Park North Ward, I am glad that Mayor Memeti made mention of that last Council meeting, I did clean all 26 parks as I said I would with about 11 volunteers and in the end, we collected around 250 kilograms worth of rubbish which was just immense amount over 26 parks. I would like to make that an annual event so I do urge all of the Noble Park North residents to join me next year. I may put a barbecue on just to tantalise a few more people to attend because many hands make light work and I would really appreciate that and show all of our residents that we appreciate a clean and pleasant park to enjoy.

I would also like to thank Mayor Memeti and Cr Garad for being our representatives on Council and community for the delegates at the Mayoral Taskforce. I really appreciate you fighting for what is just and fighting for what is right so thank you so much and good luck.

Comment

Cr Loi Truong

On Sunday 20 March 2022, I attended fundraising for the Vietnamese Museum at Cheltenham and in the west. On that night we raised over \$54,000. So far SEMVAC has donated \$46,000 and also my friend and his family donated \$25,000. I also would like to thank Cr Richard Lim who donated \$20,000 about two months ago for the Vietnamese Museum.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

On Wednesday 23 March 2022, the leaders of the Chùa Giác Hoàng temple on Lightwood Road in Noble Park and I went to the Red Cross head office in North Melbourne to hand over a \$22,000 cheque for the Queensland Flood Appeal.

Comment

Cr Eden Foster, Deputy Mayor

On 26 March 2022, I attended the Noble Park Big Day Out, an amazing event, it was vibrant, families, young people, people of all ages attending. It was great to see Noble Park come to life after a long period of restrictions and Covid. I would like to thank the Noble Park Youth Committee and also the Noble Park Revitalisation Board for putting this together and fingers crossed that we can make this an annual event with adequate funding.

On 27 March 2022, it was a busy day, I attended with Cr Long the annual cricket match between the Victoria Police and the indigenous community and like Cr Long, I could only attend for some of that because it was a busy weekend.

I also attended the Holy Festival which was run by the Australian India Innovations Incorporated. It just demonstrates what a vibrant, multicultural community we have and how we celebrate this really well in the City of Greater Dandenong. I am just proud to be not just a Councillor in the City of Greater Dandenong but a resident here as well.

John Bennie PSM, Chief Executive Officer tabled a listing of responses to questions taken on notice/requiring further action at the previous Council meeting. A copy of the responses is provided as an attachment.

Question

Cr Richard Lim OAM

Yesterday morning I had a good discussion with Mr Michael Pearce SC, Honorary Consul-General of the Federal Republic of Germany in Melbourne. He requested I speak to Councillors, Council officers and especially the Vietnamese community for any information or contact details of all the Vietnamese people that escaped by boat between 1970-1980. The German gentleman who helped rescue all the boat people in that 10year period has recently passed. Mr Pearce hopes to invite all these Vietnamese people to a reunion to celebrate and acknowledge the great work this gentleman had done, his sacrifice, kindness and generosity towards the Vietnamese boat people. If anybody can assist with this that would be great.

This question was noted for further action.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Comment

Cr Richard Lim OAM

I forgot to mention that someone mentioned to me that our city is so clean compared to Footscray and Sunshine.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

COUNCILLOR QUESTIONS TAKEN ON NOTICE/REQUIRING FURTHER ACTION

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT5	Cr Rhonda Garad	<p>Letters from our mayor to mayors in the Living Links Waterways Collaboration Committee</p> <p>With due respect, I do not think you have answered either of those questions. Would it be possible for offices to petition the Mayor perhaps to then send a letter to other Mayors if that is the process and; secondly I do not think you answered the question about the response from the collaboration.</p>	Chief Executive Officer	23/03/22	<p>Initial response provided 15/03/22: It is probably my fault. I originally directed the question to Mr Bosman and we need to respect his position in terms of dealing with the planning process the proper way. On reflection the question could have come to myself and I will take that question on notice. I will engage with the Mayor and determine how we can best respond to the question being asked. I will need to talk to my colleague Mr Bosman and try and get some technical details but we will look at it from an advocacy point of view rather than a planning point of view.</p> <p>Further response provided 23/03/22: This matter relates to Council's stated, initial position on a 'Cemetery Proposal' for the Dandenong Creek wetlands. Council officers continue to engage with the proponent and others in relation to this matter and have publicly and openly shared Council's particular concerns about the proposal. Writing to Mayors of Local Government Areas on the Living Links Waterways Collaboration Committee is an option and this continues to be examined. Work is presently being done to coordinate facts and information that would inform those Mayors and</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT7	Cr Rhonda Garad	<p>Council's Electric Vehicles Fleet</p> <p>(a) Can we have more details around the timeline of converting the fleet as we are committed to moving to net zero within the Council? Can we have more clarity about the time? There was no clarity from your answer about the timeline and your action plan around converting the fleet and moving to a net zero?</p> <p>(b) On the other point, only two charging stations for the whole of Dandenong so my question without notice is, can we also have information on what the plan is to start putting EVs in given that Dandenong has the highest uptake of electrical vehicles in the whole of Victoria? I am not sure if many people know that but there is so it seems like the community is moving ahead of us. Could we have firm timelines and clear action plans around what our plans are to put in more superchargers or fast chargers?</p>	Director Business, Engineering & Major Projects	28/03/22	<p>enable them to give appropriate consideration to the matter – simply advising of a proposal before Council is not, at this time, considered sufficient to engage with that group. There will be no hesitation, when the information is to hand and the time is considered right, to take the action requested.</p> <p>COMPLETED</p>
					<p>Initial response provided 15/03/22: We will provide a response in writing for those questions.</p> <p>Further response provided 25/03/22: (a) Council does not currently have any fully electric vehicles in our passenger fleet, although we do have three (3) full hybrid vehicles (petrol engine + electric motor) with a further four (4) currently on order. In the operational fleet we already have a number of electric powered items including a forklift, parks utility cart, two ride on footpath sweeper/scrubbers, two walk behind footpath sweepers, two x Glutton industrial litter vacuums, two handheld blowers and a jackhammer. Council recently completed an Electric Vehicle (EV) Transition Plan to guide the integration of electric plant, equipment and technologies in the fleet over the short, medium and long-term timeframe. As per the 2020-2030 Climate Emergency</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

2 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
		<p>(c) The last part of that question is are we applying a gender lens when we are placing the EV's supercharging station, making sure they are in public places that are well lit? If we could have that information in writing that would be really pleasing.</p>			<p>Action Plan, Council has set the target of having 100% low emission vehicles in the fleet by 2030 where the availability of suitable low emission vehicles meet Council's operational needs. The EV Transition Plan identifies several different options to meet this target (each with their own environmental, economic and operational costs and benefits) that were presented to EMT this week for consideration with the intention of inclusion in an upcoming Councilor Briefing Session.</p> <p>Further response provided 28/03/22: (b) There are a number of electric vehicle charging stations within Greater Dandenong, however I believe only the station at the Springvale Community Centre is capable of rapid charging at the moment. Other standard public charging stations are available at a mixture of Council and privately managed locations, including IKEA, RACV, Springvale MEGA Centre (Ouzon Plaza) and others. Providing rapid charging facilities is included within the scope of all large new Council buildings and Council has also earmarked sites within our activity centres and at larger community facilities for which to apply for grants for new charging stations.</p>

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT11	Cr Sophie Tan	Update on development at 54 Buckley Street, Noble Park. You may have heard on social media or newspapers the controversial topic regarding the development in Noble Park. Can the relevant officer provide an update regarding the application for the development at 54 Buckley Street Noble Park?	Director City Planning, Design & Amenity	24/03/22	<p>(c) Council has a Public Electric Vehicle Charging Policy, which was first adopted in 2019 and is currently being reviewed. A reviewed policy will be tabled at a Council meeting within the next few months for readoption and this policy stipulates that locations which are highly visible, well lit, public areas will be preferred for new public electric vehicle charging infrastructure.</p> <p>COMPLETED</p> <p>Initial response provided 15/03/22: I will take the question on notice and will respond to you and copy in all Councillors on an update.</p> <p>Further response provided 24/03/22: This site currently has an active planning permit for the development of eight dwellings (PLN17/0698). As such, the owner can undertake this development at any time up until its expiry date, which is currently 10 July 2022 for works to commence. Officers understand that works are commencing on site which relate to this planning permit.</p> <p>COMPLETED</p>
15/03/22 CQT13	Cr Bob Milkovic	Tree pruning assistance for residents Some residents have asked questions regarding trees on Council land/parks where the great big branches shed	Director Business, Engineering & Major Projects	25/03/22	<p>Initial response provided 15/03/22: Director Planning: We do undertake annual inspections of our trees through an arborist and we do trimming and pruning to</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice 4 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
		<p>many leaves into their gutters. Is there any kind of program within the Council that can possibly help them? Many of these residents are older but they are good residents and they cannot really climb up to the roof to clean the gutters. It does cause a bit of damage, they all flow each side of the roof. Is there anything Council can do assist these people?</p> <p>Comment Cr Bob Milkovic Council officers and arborists are aware that these trees that I have talked about are well pruned but they are really tall and the wind blows the leaves as far as 60 metres.</p>			<p>manage those in an appropriate manner. Where residents experience issues with leaf litter in their gutters, I understand there is a program that we can provide contacts in the community with and address that issue. I do not have the details but I can follow up and advise you if you let me know the particular locations that the residents are concerned about.</p> <p>Director Community Services: The Community Care department has a home maintenance department. It is limited because there is a high demand on all sorts of services from cleaning windows to gutters to gardening to repairing doors and ramps and so on. The best way is for the residents to give us a call and we will see if they are eligible and see what we can offer and work with them. We do provide gutter cleaning to those that are more frail and not able to get up to their roofs or if they can afford it we have also a range of private contractors who can provide those services in the community.</p> <p>Further response provided 25/3/22: Council receives a number of similar queries each year. Council's Arboriculture Team inspects each tree to ensure that it is healthy and continues to provide the aesthetic</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

5 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT14	Cr Bob Milkovic	Update on Cardinia Court Rezoning. Can we have an update on Cardinia Court rezoning?	Director City Planning, Design & Amenity	22/03/22	<p>and environmental benefits for our community. The shedding of leaves is a natural part of a living landscape and the benefits of having trees far outweigh these perceived negatives. That being said, Council has often intervened and arranged for pruning works to minimise the amount of leaf drop. Our Arboriculture Team would be happy to firstly inspect the sites of concern and then arrange the necessary work if required. Furthermore and in relation to gutter cleaning assistance, residents can make an application for home support through our Community Care department who would also be happy to assist where possible.</p> <p>COMPLETED</p>
					<p>Initial response provided 15/03/22: I will take that question on notice and provide you and all Councillors with an update.</p> <p>Further response provided 22/03/22: I can advise that the exhibition period has now closed and Council received 45 submissions, all of which were in support of the amendment. Officers are currently finalising a Council report that will seek approval to forward the amendment to the Minister for Planning for gazettal into the Planning Scheme. It is expected that this Council report will be tabled in</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

6 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT15	Cr Tim Dark	<p>Traffic issues at Kirkham West, Chandler & Cheltenham Roads. Regarding the intersection of Kirkham Road West, Chandler Road and Cheltenham Road. It is quite a zig zag intersection. There has been a couple of accidents over the last few weeks with people either turning the corner from Cheltenham Road to turn right or left into Kirkham Road West. There has been an increase in the amount of traffic coming back on the roads, there has been an increase in the amount of accidents occurring at that intersection. I am aware that the intersection at Chandler and Cheltenham Roads is a VicRoads intersection and we did have issues when we expanded but if we could please have a conversation with VicRoads to do an audit on the issues at that intersection.</p> <p>I am aware that VicRoads have put in CCTV cameras as they have at almost every intersection in my Ward. Given there seems to be a massive spike in the congestions caused can we follow up and see what options are available to mitigate any future accidents and get the traffic flowing better.</p>	Director Business, Engineering & Major Projects	23/03/22	<p>April 2022.</p> <p>COMPLETED</p> <p>Initial response provided 15/03/22: Yes, we will investigate that intersection and have some further discussions with the Department of Transport.</p> <p>Further response provided 23/03/22: Council's Traffic Engineers are aware of the complex nature of this Department of Transport (DoT) managed intersection and the various turning movements which are permitted. As you may be aware, Council previously constructed a left turn lane on Chandler Road for vehicles travelling from the south to westbound, which eased some of the queueing at this location. However, given the proximity of the Chandler/Cheltenham and Chandler/Kirkham Road West intersections, there will always be potential for conflict from competing movements within the very limited available road space. With the above in mind, Council's Engineers will contact the DoT requesting review of the operation of the intersection, including the signal phasing at the Chandler Road/Cheltenham Road intersection, to determine if there may be opportunities to improve its safety and efficiency. Such reviews can</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

7 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT16	Cr Tim Dark	<p>Parking issues at Brett Drive, Keysborough. Towards the end of last year, I raised some concerns from residents in Brett Drive in Keysborough about the number of cars parking there during the day. I believe the cars belong to staff of the childcare centres next to the Keysborough Children's Centre. This was a town planning application for the old Pizza Hut site. Many staff have been parking on Brett Drive causing a substantial amount of congestion. People are finding it difficult particularly those who decelerate off Cheltenham Road and head into Brett Drive. I requested a review was undertaken however I have not heard anything back.</p> <p>With the childcare centres nearby, there has been an increase in cars parked there, particularly in the morning around 8.00am. It has been noted that there has been a substantial number of cars pulling in and out, cars attempting to do u-turns and cars coming from the intersection of Corrigan and Chapel Roads so it is becoming quite a strong congestion point. Can officers investigate and see what options are available including potentially adding time limits or time zones on Brett Drive?</p>	Director City Planning, Design & Amenity/ Director Business, Engineering & Major Projects	23/03/22	<p>take some time to complete, however we will share any outcomes once they have been received.</p> <p>COMPLETED</p> <p>Initial response provided 15/03/22: Director City Planning, Design & Amenity: In respect of the review of the traffic engineering site and whether it is a new requirement for further signage and for restrictions, I will follow that up with Mr Van Boxtel and advise you. With regards to the planning perspective, where staff are supposed to park, I will have a look at that from the point of view of the approved plans and see whether or not the parking is being provided in accordance with those plans so I will get back to you with that separately and Mr Van Boxtel will deal with the traffic engineering side.</p> <p>Acting Director Business, Engineering & Major Projects 15/03/22: We will update you on the road safety issues and the appropriateness of the need for parking restrictions.</p> <p>Further response provided by Acting Director Business, Engineering & Major Projects 23/03/22:</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

8 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
		<p>Regarding the town planning permit that was issued for the childcare centre where staff parking is supposed to occur? It is definitely not occurring on the site in terms of where their planning permit was issued.</p>			<p>Further to our previous correspondence on this matter in July 2021, Council's Traffic Engineers have investigated the parking issues. Whilst there may be some vehicles parked all day on-street, during the various inspections by Council Officers, all vehicles were observed to be parked legally and in such a manner as to not create any safety issues. Additionally, Brett Drive is a wide local access road, being around 10m wide for the majority of its length. This provides ample width for vehicles to park on both sides of the road, whilst maintaining sufficient space for vehicles to pass. Given these observations, there are no proposals to introduce any on-street parking restrictions at this time. We will continue to monitor the location as traffic and travel patterns return to 'normal' levels post COVID19 restrictions and review the above should circumstances change significantly.</p> <p>Further response provided by Director City Planning, Design & Amenities 23/03/22: Council's Planning Compliance Officers have reviewed the existing land uses surrounding the Brett Drive intersection with Cheiltenham Road and have identified a number of uses that may be the cause of the increased traffic/parking concerns. In order to determine the exact cause</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

9 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT17	Cr Tim Dark	<p>Faoro Court Reserve, Keysborough park improvements Brett Drive residents mentioned Faoro Court Reserve which backs onto the Keysborough Community Children's Centre. The kids from the Centre usually go to the park for a bit of nature play and the park is quite barren. It is not far from where I live and I have never really been to it but apparently it is quite barren with only a few gum trees around the edges and plain grass in the middle. Is there an option of new plants to make the area look a bit nicer than just a plot of grass with a couple of gumtrees on it? I am aware that many people are using local parks and this park has been left untouched.</p>	Director Business, Engineering & Major Projects	25/03/22	<p>of the increased parking issues in Brett Drive, over the next couple of weeks our officers will randomly monitor the use of Brett Drive, including compliance with planning permits and will then report back on our findings and what actions we will take to rectify the problem. This will include input from Council's Traffic Engineers on the road safety issues and the appropriateness of the need for parking restrictions.</p> <p>COMPLETED</p>
<p>Initial response provided 15/03/22: We will have our Parks team investigate the opportunity for additional tree planting in that park.</p> <p>Further response provided 25/03/22: Council officers have reviewed the opportunities for additional landscaping at this reserve and whilst the planned upgrades of Faoro Court Reserve are some time away, we believe the best course of action would be to engage with the Keysborough Community Children's Centre and work with them to undertake minor landscape enhancement works. Council's Parks Team will make contact with the centre next week to begin discussions and explore the opportunity in them participating in the "adopt a park" program which will not only enhance the landscaping of</p>					10 / 15

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT18	Cr Tim Dark	<p>Traffic calming at Northgate Drive/Gwent Street, Springvale South</p> <p>While I am on the topic of safety, I have received calls from residents who live off Northgate Drive in Springvale South and Gwent Street which runs off that as well heading towards the Darren Reserve Kindergarten. I have raised this multiple times over the last couple years and nothing appears to be occurring with regards to any traffic calming measures or temporary signage telling people to slow down. It is becoming a bigger issue now that kids are back at school. Parents have been racing down Northgate Drive towards Paterson Road and along Andleon Way. Whilst I was there with a person who is involved with the Noble Park RSL, a car drove past at close to 80km/h towards Paterson Road. Many people have also raised this same issue of speeding which has been exacerbated by the increasing turnover of homes in the Springvale South area with the older generation leaving and younger families moving into the area. If we could please write a letter to see what mechanisms are available whether it is temporary signage or a raised platform similar to</p>	Director Business, Engineering & Major Projects	23/03/22	<p>the park, but will also facilitate direct involvement and environmental education opportunities with the children.</p> <p style="text-align: center;">COMPLETED</p> <p>Initial response provided 15/03/22: Officers will investigate the speeding concerns that you have raised. We do have a program for speed mitigation works that we fund through the capital program depending on the priorities with other locations in the municipality. It might not be something that we can immediately address but there might be things we can do in terms of signage to assist the issues that you have raised and we will potentially collect some data on speeding. We may be able to liaise with Victoria Police as well and get them involved in a particular location.</p> <p>Further response provided 23/03/22: Similar speeding concerns have been raised previously and to address these matters Council Officers collected updated traffic speed and volume data in March 2021 on Northgate Drive. This data identified the 85th percentile speed was 51.6 km/h, which is considered appropriate for the local context, given the default urban speed limit of 50km/h. No updated data was</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

11 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
		<p>Bundeena Avenue in Keysborough, to mitigate the amount of cars speeding? I really think this has become a real priority now, particularly given that we now have a new kindergarden there.</p>			<p>collected along Andleon Way, however historic data has been consistent in both speeds and volumes, again with both being appropriate for the local context (i.e. around 1,000 vehicles per day and 85th percentile speed under 50km/h). With the above in mind, physical traffic calming is not an appropriate measure to address the few individuals who are choosing to travel at excessive speeds along these roads. For such anti-social driving behaviours, Police intervention is usually a more effective deterrent. Council has been working with the Victorian Police to address the issue of hooning throughout the municipality. While enforcement of this behaviour is led by the police, who have the authority to undertake such activities. Council's assistance has involved:</p> <ul style="list-style-type: none"> • Provision of data and intelligence to improve enforcement efficiency • Alterations to local by-laws to allow police to book spectators at hoon gatherings • Support in securing funding for additional mobile CCTV trailers • Installation of overnight parking restrictions in locations where large gatherings are taking place • Advocacy to the Victorian Government for increased resourcing to address the increase in hooning in the region.

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT19	Cr Tim Dark	<p>Recent metrics undertaken in regard to Andleon Way, Springvale South I have raised the issue of Andleon Way and Northgate Drive several times. I think at one stage there was some measure using the blocks with the lines across the road. I am not sure if that data eventuated and whether both roads are on the metric as a high</p>	Director Business, Engineering & Major Projects	23/03/22	<p>Due to the significant increase in hooning across the whole of the Greater Metropolitan Area, the Police have been running a large state-wide operation called Operation Achilles (there is quite a bit of information and media articles about this online). This operation has seen numerous offenders arrested and vehicles seized within the area associated with these offences. However, we acknowledge this issue is ongoing and we will continue to support the police in their efforts. At the moment, the most appropriate action available to residents of Northgate Drive and surrounds to support the police, is to report this activity. For assistance where residents are in immediate danger, they should call triple zero (000). Otherwise they can report any dangerous driving or hoon activity to their local police station or Crime Stoppers on 1800 333 000 or at https://www.crimestoppersvic.com.au/report-a-crime.</p> <p style="text-align: center;">COMPLETED</p>
<p>Initial response provided 15/03/22: We will follow up on the availability of that data and update you on its priority in terms of our other roads that we have assessed.</p> <p>Further response provided 23/03/22: Please refer to response in CQT18.</p>					

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

13 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
15/03/22 CQT20	Cr Tim Dark	<p>priority. Given the uptake of vehicles travelling there it could be reprioritised and re-evaluated.</p> <p>Update on Alan Corrigan Reserve/Wachter Reserve upgrades Can we have an update on the current improvements at Alan Corrigan Reserve and Wachter Reserve? Alan Corrigan Reserve has had a fence up for quite some time. There has been bits and pieces of work however not much work happening in the last couple of weeks. A nearby resident advised they are still waiting to see what is happening there in terms of timelines. Can we please find out how long until the works are completed at both locations? I am aware that the wetlands have been reconstructed and they are now connected to the water drainage system but just an update if there is still more planting to be done.</p>	Director Business, Engineering & Major Projects	25/03/22	<p>COMPLETED</p> <p>Initial response provided 15/03/22: I will follow up and provide further information on those two projects.</p> <p>Further response provided 25/03/22: The Alan Corrigan Reserve construction works are underway with an expected completion date of the end of May.</p> <p>The Wachter Reserve wetlands earthworks are complete, the planting is nearing completion and the water in the wetlands is currently being lowered to allow for installation of the piles to support the proposed boardwalk. The nearby playground is expected to be commenced in May.</p> <p>COMPLETED</p>
15/03/22 CQT21	Cr Tim Dark	<p>Letter of appreciation from Mayor to proprietor of O'Brien's Pharmacy Springvale South I had the fortunate opportunity of catching up with Loan Ngo who is the proprietor of O'Brien Pharmacy in Springvale South. Since the restructuring of Wards my Ward includes part of Springvale South including what is south of Paterson Road, Springvale South to Darren Road in Keysborough. It was interesting to</p>	Mayor	22/03/22	<p>Initial response provided 15/03/22: Yes.</p> <p>Further response provided 22/03/22: Letter sent 22/03/22.</p> <p>COMPLETED</p>

Reports from Councillors/Delegates & Councillors' Questions – Questions Taken on Notice

14 / 15

6 REPORTS FROM COUNCILLORS/DELEGATED MEMBERS AND COUNCILLORS' QUESTIONS (Cont.)

Date of Council Meeting	Question Asked By	Subject & Summary of Question	Responsible Officer	Date of Completion	Summary of Response
		<p>find out about something that I was not aware of. There is now a Pharmaceutical Benefits Scheme (PBS) where you can receive your prescriptions via text and can be forwarded onto the pharmacy. The pharmacy packs the medicines as needed and offer free delivery to local residents.</p> <p>Talking to Loan and the work that has been done, they have many staff who speak different languages and have specifically targeted those people in the area who are disadvantaged and who may not have access to motor vehicles. The work that she has done is in house and they have absorbed the costs to ensure the residents nearby do not pay for anything. Can Council write Ms Ngo a letter thanking her for the work she has done during COVID in supporting residents?</p>			

At the Ordinary meeting of Council on Monday, 24 March 2014, Council resolved to change the way Councillors and Public questions taken on notice are answered and recorded from 14 April 2014 meeting of Council onwards.

7 URGENT BUSINESS

No urgent business was considered.

The meeting closed at 8.24PM.

Confirmed: / /
