Attachments

Council Meeting

Monday 27 February 2023

10.1		t C241whse - Municipal Wide Whitehorse nt Contributions Plan and Planning
	Attachment 1	Submissions Received for Amendment C241whse (Whitehorse Development Contributions Plan) - Redacted
	Attachment 2	
	Attachment 3	
10.2		t C220whse - Whitehorse Residential uilt Form Study
	Attachment 1 Attachment 2 Attachment 3	·
10.3		t C245whse – Ministerial Amendment Central North Redevelopment - Vicinity
	Attachment 1	Box Hill Central North Masterplan, 23 June, 2022, Bates Smart
	Attachment 2	
10.4	Quarterly P 2022/2023	erformance Report, October to December
	Attachment 1	Quarterly Performance Report October to December 2022/23
10.7	Creation of Bowls Club	Temporary Car Parking at former Box Hill Site
	Attachment 1	Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout

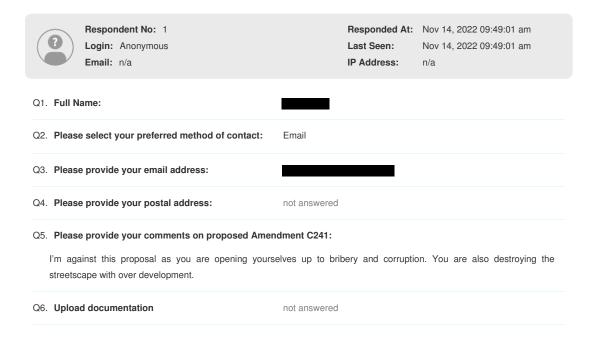
10.8	CEO Employment and Remuneration Policy - Review					
	Attachment 1	CEO Employment and Remuneration Policy -Feb				
		2023 draft 471				

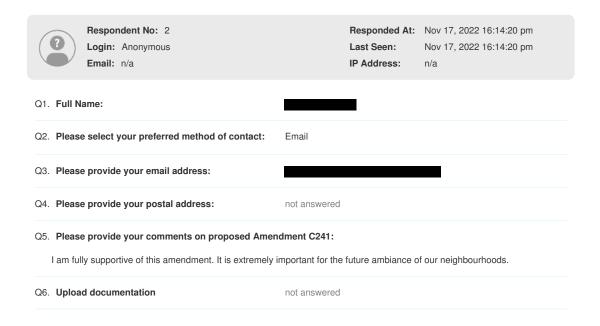
10.1 Amendment C241whse Municipal Wide Whitehorse
Development Contributions Plan
and Planning Scheme

Attachment 1 Submissions Received for Amendment C241whse (Whitehorse Development Contributions Plan) - Redacted

Attachment 2 Whitehorse DCP - Response to Submissions 6 February 2023

Attachment 3 Whitehorse Development Contributions Plan (Whitehorse City Council, February, 2023) - Revised after Exhibition February 2023





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Respondent No: 3 Login: Anonymous Email: n/a **Responded At:** Nov 17, 2022 21:26:06 pm **Last Seen:** Nov 17, 2022 21:26:06 pm

IP Address: n/a

Q1. Full Name:

Q2. Please select your preferred method of contact: Ema

Q4. Please provide your postal address:

Q3. Please provide your email address:

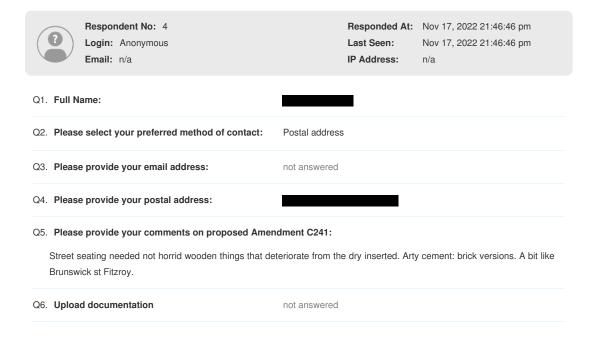
not answered

Q5. Please provide your comments on proposed Amendment C241:

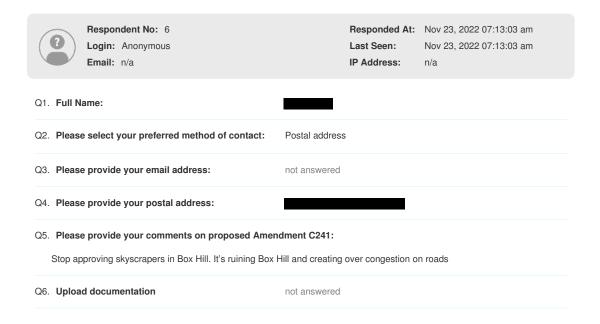
I first suggested this to Whitehorse Council at least 10 years ago after I found that a friend of mine proposed this to Bayside City Council and managed to get it accepted. It had been used for about 5 years by them to fund recreational, sporting, leisure and other amenities for the enjoyment of their growing community. It is important to understand that this type of fund is used to balance an increased population caused by development of high rise buildings, numerous former school sites, large sites like the Burwood Brickworks, the Australian Tesselated Tile Co in Mitcham, Australian Road Research Board in Vermont South and others. All these sites have vastly increased the population of Whitehorse without any improvements to the amenities in Whitehorse. In fact, this increased population has put a lot of pressure on the available amenities within Whitehorse. Indeed, with the demise of 17 schools within Whitehorse, all their ovals, and gymnasiums that were available to the people and clubs within Whitehorse were lost. More than 20 ovals within Whitehorse were lost to the detriment of the cricket and football clubs that were using them. In fact, only one school site was saved for the Whitehorse community, the Nunawading Primary school site. That took 4 years of campaigning by the "Save Nunawading Primary Site" group to persuade the very reluctant Whitehorse Council to purchase the site for use by the Whitehorse Community. In fact' at the very first meeting when the Whitehorse Council was asked to buy the site, we were told by the then mayor that the Council would not be buying the site because 88 Town Houses were going to be built there. When someone in the audience asked him how he knew that before it had been decided what would happen with the site, the meeting was closed down. It needs to be stated in amendment C241 how money raised will be allocated. For instance, landscaping in the local park to make it more enjoyable for the leisure of users should fall within the amendment, but streetscaping a shopping centre should fall entirely within the council's responsibility to cover costs from their rates. Funding of a new toilet for a sports club should be covered by C241, whereas a new toilet at a council childcare centre or shopping centre would not. Unless it is clearly stated in the Amendment C241 how these funds will be spent now and into the future, then use of the fund will be open to manipulation and rorting into the future and will not be fit for purpose.

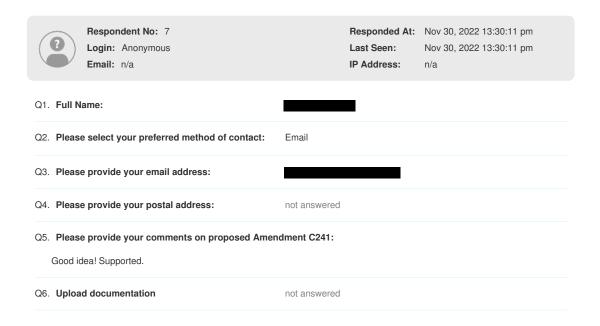
Q6. Upload documentation

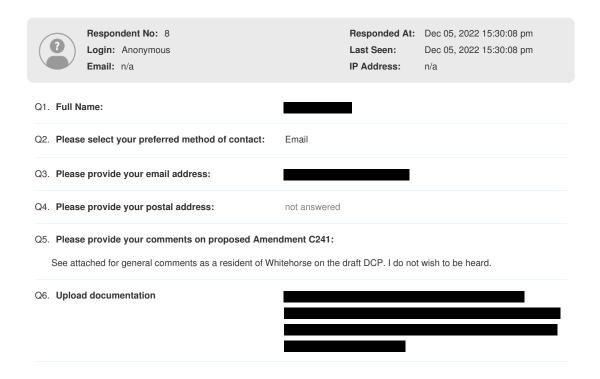
not answered



Respondent No: 5 Responded At: Nov 18, 2022 12:17:44 pm Login: Anonymous Last Seen: Nov 18, 2022 12:17:44 pm Email: n/a IP Address: n/a Q1. Full Name: Q2. Please select your preferred method of contact: Q3. Please provide your email address: Q4. Please provide your postal address: not answered Q5. Please provide your comments on proposed Amendment C241: When considering future sporting and parkland infrastructure please include facilities for NETBALL. This is an inclusive team sport widely played throughout the metropolitan area. At the moment there are no central court facilities for matches and netball players need to travel a long way for competitions in other council areas. In parks hoops and line markings are provided for other sports. NETBALL rings would be popular for informal games and skills practise. Q6. Upload documentation not answered







Whitehorse Development Contributions Plan Comments

State Infrastructure

Importantly the DCP omits any provision for infrastructure where the State is the Delivery Agency, which is permitted to be included in a DCP in areas where Growth Areas Infrastructure Contribution (GAIC) does not apply. It would be desirable for Council to work with State agencies (especially Education and Transport) to ensure adequate infrastructure of all sorts is provided.

Education for instance will need to cater for around 1,800 more primary school kids by 2036 (VIF 2019), roughly requiring two new State Primary Schools (or major investment in increasing capacity of existing schools). In new development areas the costs of new schools are partially met by GAIC, but there is no similar mechanism for infill development, making funding State infrastructure improvements much a harder.

Note that including funding (even partial funding) for State infrastructure in a DCP does add an element of legislative pressure on the State to also deliver timely infrastructure for which funding is being collected. However, it does make a DCP more complicated to prepare and administer.

The Whitehorse Development Contributions Plan, 2022

Table 1 and Table 2: The highly simplistic pro-rata change in retail, commercial and industrial forecast changes spread evenly across the LGA is clearly not correct. Major activity centres and designated commercial development areas could reasonably be expected to attract more than their share due to greater accessibility, economies of scale and agglomeration benefits. Conversely, in some primarily residential areas it would reasonably be expected that retail would continue to decline except in more significant centres as old isolated and strip retail converts to commercial or residential uses. The likely greater concentration of especially retail and commercial development may require additional infrastructure due to the sheer scale involved, while small changes in existing low-activity areas is unlikely to demonstrate a need or nexus for investment. I suggest the assumptions used will lead to under predicting the infrastructure needs and hence underfunding the DCP.

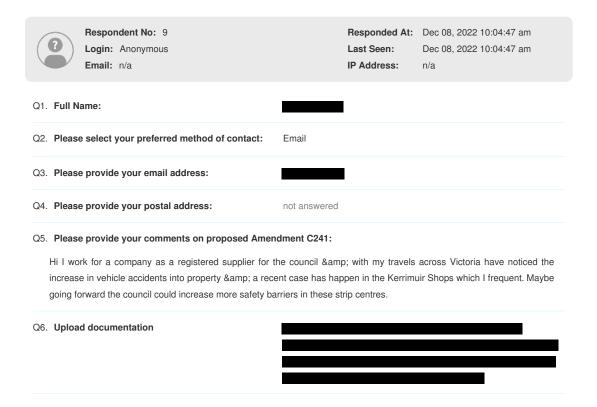
Infrastructure Project List

The demographics mentioned above show an expected additional 4-500 kinder age children in the municipality by 2036. Together with the acknowledged demand increases that will flow from free 3yo kinder, funding of a redevelopment of one kindergarten from the DCP appears to leave a large gap. Extra kindergarten capacity would need to be provided through either more intensive (and costly) redevelopment of existing sites or provision of new sites (including land).

Importantly, general traffic growth, as well as increasing local traffic generate from growth, will place increasing demand on the many secondary roads under Council control (e.g. Springfield, Mahoneys Road, Hawthorn Road, etc). There appears to be no provision of future traffic control upgrades on these roads to address likely traffic or pedestrian crossing issues.

Similarly, only Area 07 appears to include for funding for new bicycles facilities.

There is a confusing reference to "Income Estimate by Project Before Cap" in Appendix 5: Levy Calculations for projects that are not subject to the CIL cap. Presumably the CIL cap has not influenced the determination of charges for these items?



10.1 - ATTACHMENT 1. Submissions Received for Amendment C241whse (Whitehorse Development



Detail Sheet

Energy Absorbing Bollard (EAB) - Permanent

Product summary

Status	May be used following a site-specific risk assessment
Category	Permanent Bollard
Test Level	Test Level 0; 1600kg at 50km/h (AS3845:19999 - superseded)
Supplier	Roadside Services and Solutions Pty Ltd
Description	The Energy Absorbing Bollard (EAB; previously named OmniStop bollard) is a non-gating energy absorbing bollard designed for low speed environments.

Introduction and purpose

This detail sheet is intended to supplement *VicRoads Road Design Note 06-04 - Accepted Safety Barrier Products.* Please refer to RDN 06-04 for the current VicRoads acceptance status, information on the product assessment process and general acceptance conditions.

The technical details within this document have been extracted from information submitted to VicRoads by the Supplier.

VicRoads requirements take precedence over the product manual. Where a departure from these requirements is required, users should understand the risks and document their engineering decisions.

For more detailed product information, refer to the individual product manual or contact the System Supplier.

Technical information

The Energy Absorbing Bollard should be designed, installed and maintained in accordance with the following VicRoads conditions for use.



Figure 1. Energy Absorbing Bollard

Summary Conditions for Use

Accepted configuration	Energy Absorbing Bollard, with high grade carbon hollow bar (thick walled tube) which is inserted into a foam cartridge.
Variants	
Deflection	N/A
Product manual reviewed	Roadside Services & Solutions Energy Absorbing Bollard
ASBAP issue	Not accepted by ASBAP

Refer VicRoads conditions for use (below).

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VICTORIA State Government

vicroads.vic.gov.au

Energy Absorbing Bollard (EAB) - Permanent

VicRoads Conditions for Use

Tested design requirements

Containment level	Speed (km/h)	' mass	Point of Redirection (m)*		Minimum length of	Post/Pin Spacing	Dynamic deflection	Working width	Notes
			Leading	Trailing	barrier (m)	(m)*	(m)	(m)	
TL-0 ¹	50	1600²	N/A	N/A	N/A	N/A	N/A	N/A	

Note 1. The EAB is recognised for meeting a previous standard: AS3845:1999- Test Level 0: 1600 kg car at 50 km/h

Note 2. Tested vehicle mass is not MASH or NCHRP 350 compliant.

Approved Terminals and Connections

Crash Cushions or Terminals must be fitted to both ends of a barrier							
Public Domain Products	Public Domain Products						
W-Beam Guardrail	Not Permitted						
Thrie-Beam Guardrail	Not Permitted						
Type F Concrete Safety Barrier	Not Permitted						
Proprietary Products							
All	Not Permitted						

Design Guidance

System width (m)	0.6 (below ground foundation) 0.15 (bollard)
Installation This product must be installed and maintained in accordance with the Product Manual and Road Ag specifications. Road Agency specifications and standards shall have precedence.	
Systems conditions	Must be used in accordance with the VicRoads Technical Alert – Roadside Bollards (attached) Accepted for use on roads with a posted speed limit of 50km/h or less.
Gore area use	Not Permitted
Pedestrian area use	Permitted – consider potential for snagging and deflection.
Cycleway use Permitted – consider potential for snagging and deflection.	
Frequent impact likely Not Permitted	
Remote location Not Permitted	
Median use	Not Permitted

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Energy Absorbing Bollard (EAB) - Permanent

Foundation pavement conditions

Submitted Foundation Pavement Conditions							
Pavement	Use	Accepted Speed (max)	Post/Pin spacing (m)	Pavement construction	Post/pin type		
Concrete	N/A	N/A	N/A	N/A	N/A		
Deep lift asphaltic concrete							
Asphaltic concrete over granular pavement				Foundation pavement conditions must be smooth			
Flush seal over granular pavement	Permitted	50	N/A	and free of snag points, kerbs or obstructions that may interfere with the operation of the product	N/A		
Unsealed compacted formation							
Natural surface							

Other considerations and comments

Application

The EAB is recognised for meeting a previous standard: AS3845:1999- Test Level 0: 1600kg car at 50km/h.

Given that this standard has been superseded, the EAB is no longer considered a compliant road safety device and should only be used following a site-specific risk assessment. The EAB should only be used as road safety device after all compliant systems have been considered and if the hazard cannot be removed, relocated or redesigned - cost should not be a key factor.

The EAB may also be considered as a Protection Device, in accordance with VicRoads Technical Alert – Roadside Bollards (attached).

Spacing requirements

Spacing requirements may vary depending on job specific requirements. The supplier's recommended spacing is:

- 600mm from the centre of the bollard post to any kerb (for cyclist safety).
- 1400mm between bollard post centres.

Footing requirements

- Cartridges are to be mounted in a permanent concrete footing of 600mm diameter and 1000mm minimum depth.
- It is recommended the lowest 300mm of the concrete footing have strength of 25MPa.
- The remainder of the concrete footing must have strength of 20MPa or more.

Footing detail and associate technical requirements are outlined within the supplier's Product Installation Manual

Prior to installing the product, contact dial before you dig or visit the website https://www.1100.com.au/.

Local & Utility Authorities must be notified of any proposed installation prior to the commencement of works, as separate approval may be required.

Damaged Components

Damaged components must be replaced.

Product Use

The product must be used for its intended purpose. VicRoads does not endorse the suitability of the product for other purposes. Should the proponent be inclined to use the product outside the scope of purpose, then please contact:

SafeSystemEngineering@roads.vic.gov.au.

Pavement reinstatement

Where this product is being considered in a temporary application within the road pavement, the VicRoads pavement team must endorse the proposed pavement reinstatement plan prior to use.

References

- Product Installation Manual and Product Operational Manual refer licensed product supplier website.
- VicRoads Road Design Note 06-04 Accepted Safety Barrier Products.
- VicRoads Supplement to Austroads Guide to Road Design Part 6

Detail Sheet - Update Summary

Issue	Approved	Amendment	
Dec 2016	M-SSD	First edition	
Sept 2017 M-SSD		Footing requirements	
June 2019	M-SSE	New format. Acceptance status changed, following an update to AS/NZS 3845:2017. Reference added to VicRoads Technical Alert – Roadside Bollards	

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10.1 - ATTACHMENT 1. Submissions Received for Amendment C241whse (Whitehorse Development



June 2019

Technical Alert

Roadside Bollards

Introduction

Bollards are being installed on the roadside for a variety of reasons. Given that roadside bollards do not have the same energy management or redirection capabilities as a road safety barrier, they should only be used in situations where a safety barrier is not feasible and where the hazard cannot be removed, relocated or redesigned. This technical alert clarifies the types of bollards that have emerged and their preferred application. Before using a bollard, it is important to clearly define the key objective and show that the most suitable product has been selected. This technical alert provides guidance to assist in the selection process.

In general, there are four main categories of bollard.

Category	Testing	Objective
Road Safety Device	Compliant crash testing to AS/NZS 3845.2:2017.	Used to shield hazards and/or other roadside features from an errant vehicle
Protection Device	Compliant or Modified crash testing based on AS/NZS 3845.2:2017. (may not comply with occupant injury criteria)	Used to protect pedestrians or high-severity hazards from errant vehicles in low-speed environments.
Roadside Furniture	Non-compliant testing, engineering analysis or not tested.	Used for delineation, physical obstruction or minor asset protection in product suitable locations.
Vehicle Security Barrier	Compliant crash testing for 'Hostile Vehicle' purposes - IWA14–1: Vehicle security barriers. Impact severity for errant vehicles to be minimised through design.	Used to stop a hostile vehicle attack in accordance with IWA 14-2 and relevant guidelines. Impact likelihood and severity for errant vehicles to be minimised via speed and location or roadside protection.

Preface

All bollards have an element of risk. As such, bollards should only be used when the objective of the bollard is achieved, and the associated risk can be managed. While VicRoads prefers bollards with greater energy absorption capabilities, we recognise the benefit of product customisation to suit certain objectives. Product developers often choose a balance between containment capacity, energy absorption and practicality, realising that higher containment will cost more, and greater energy absorption will require a more complex and less practical system. Bollard selection requires an understanding of the bollard benefits/limitations and the site conditions.

AS/NZS 3845 notes that modern vehicles are designed with multiple crashworthy systems, such as airbags, seat belt pretensioners and crumple zones, that can tolerate impact speeds up to 50km/h. As such, a generic bollard (set in an appropriate foundation) with no energy dissipation characteristics could pass some crash test requirements.

Acknowledging that the majority of vehicles can manage energy transfer during a head-on low speed impact (<50km/h), it is critical that ALL bollards (& other devices) can prove a maximum level of containment and ensure that when they are impacted, they do not penetrate or show potential to penetrate the occupant compartment or present an undue hazard to other traffic, pedestrians or personnel in a work zone. Likewise, the collision with a bollard should not cause the vehicle to excessively roll or pitch in order to provide the driver every opportunity to regain control of their vehicle. Tested products, with a known performance level and behaviour, must be used, especially where vulnerable road users are being protected.





Bollard Categories

Road Safety Device

Performance

 Bollards must be crash tested in accordance with AS/NZS 3845.2:2017 to be classified as a compliant 'road safety device'. This standard requires products to demonstrate an acceptable level of crashworthiness for a specified containment level and are evaluated for structural adequacy, occupant risk and vehicular trajectory.

Application

 Road safety devices may be used in locations up to the tested speed (e.g. TL-1 at 50km/h) and can be considered in situations where safety barriers are inappropriate due to space limitations, pedestrian accessibility and/or aesthetics.

All road safety devices must be submitted to the Austroads Safety Barrier Assessment Panel (ASBAP) for national assessment. Road Safety Devices accepted by VicRoads are published in RDN 06-04. These devices must be installed as tested to ensure an equivalent performance.

At present, VicRoads is unaware of any bollard that satisfies current crash test protocols. As such, the Energy Absorbing Bollard (EAB) has been recognised for meeting a previous standard (AS3845:1999) to Test Level 0: 1600kg car at 50km/h. Given that this standard has been superseded, the EAB is no longer considered a compliant road safety device and should only be used after a site-specific risk assessment. Refer Product Detail Sheet. The EAB should only be used as road safety device after all compliant systems have been considered and if the hazard cannot be removed, relocated or redesigned - cost should not be a key factor. The EAB may also be considered as a Protection Device, in accordance with below.

Protection Device

Bollards used to protect vulnerable road users, or high-severity hazards are classified as a 'Protection Device'. Protection devices should only be considered when a road safety device is not feasible.

Given the necessity to have pedestrians near the road, there is a need for products to protect high volume pedestrian areas from errant vehicles, with negligible deflection. While these devices are not considered a 'road safety device', without passing all the occupant evaluation criteria, they do offer a proven containment level and may be suitable to protect pedestrians from errant vehicles in low-speed environments (refer application).

While energy absorption characteristics are desirable, via a cartridge or steel deformation, protection bollards are unlikely to pass the minimum occupant injury criteria per AS/NZS 3845, given the need to test unrestrained occupants. As such, protection bollards may be used in certain applications and <u>must</u> be able to contain an errant vehicle and not present an undue risk during impact.



Protection Bollard: Vehicle contained, crumple zone and airbags deployed, bollard did not spear or cause undue risk to others

Protection devices often balance containment level, energy absorption characteristics and cost. As such, specific performance is dependent on the product design. These devices must be considered on product merit in accordance with this alert. For this reason, protection devices should not be substituted during construction without seeking comment from the original designer. Consultation with the product supplier is essential, to understand the products capabilities, benefits and limitations.

Performance

- Protection Bollards must be crash tested using AS/NZS 3845.2:2017 as a reference point (e.g. vehicle mass, speed and installation requirements). Any departures or differences must be documented and must be readily available on request.
- Protection Bollards must demonstrate, through crash testing, that they do not penetrate or show potential to penetrate the occupant compartment or present an undue hazard to other traffic, pedestrians or personnel in a work zone (e.g. debris). This test should be at the maximum containment level. Consultation with the supplier is essential.
- Protection Bollards must establish a maximum containment level via crash testing or engineering analysis (LS-DYNA).
 Containment level is defined by the maximum vehicle weight and speed to be contained (e.g. 2,270kg at 50km/h). The MASH 2,270kg pick-up truck is recommended for testing as this covers the 90th percentile of passenger vehicles.
- Protection Bollards must record and document occupant risk values in accordance with crash testing protocols. Although
 results will not be evaluated as pass or fail, they must be documented and readily available on request. Lower occupant
 risk values are preferred.

Application

- Protection Bollards must be installed on roadsides with an operating speed of 50km/h or less. This allows the impact
 energy to be managed by the vehicle, assuming the bollard does not fail, penetrate the vehicle or present an undue risk to
 others. Vehicle occupants are most vulnerable during side impacts (some research suggests 30km/h); therefore, the risk
 of side impact should be minimised, e.g. not near an intersection or tight curve.
- Protection Bollards must only be used to shield vehicles from pedestrian frequented areas (e.g. dining areas and tram stops).
- Protection Bollards must not be used to shield roadside hazards, unless the impact severity of the hazard has been
 demonstrated to be substantially more than the impact severity of the bollard, e.g. large drop-off or spearing hazard.
 Hazards such as trees, poles, piers and other rigid point hazards do not have a substantially higher impact severity.
- Protection Bollards must be installed in accordance with the manufacturers' guidelines and specification. Adequate
 foundation strength is critical for performance, and any differences to the crash tested conditions must be factored into
 containment level or design.

VicRoads does not publish a list of accepted Protection Devices. Designers and/or asset owners should seek documentation from the supplier (e.g. crash test reports, occupant risk values, product details, etc), consider the objective and document their design process in accordance with the requirements above.

Road Furniture

Bollards that have NOT been crash tested are classified as 'road furniture'. They may only be used in situations where there is no requirement for protection from/for errant vehicles. These bollards are made from various materials and are often used for delineation, minor asset protection or to create a physical obstruction.

Delineation

Bollards used for delineation, often made from plastic, must be designed such that they do not create an undue hazard for the vehicle occupants or nearby traffic when impacted. While crash testing would provide a better understanding of impact behaviour, lightweight and flexible materials (e.g. plastic) are generally considered satisfactory.



Plastic Bollard: Flexible design, often used for delineation.



Steel Bollard: Access restriction, containment unknown, impact behaviour unknown.

Access Restriction

Bollards used for access restriction, often made from steel or timber, are considered hazardous to all road users and must be treated as such. Without crash testing, these bollards do not have an established level of containment (cannot guarantee protection from an errant vehicle), nor a certain impact behaviour or mechanism of failure (potentially hazardous). While there may be situations where these devices are appropriate, they should be labelled 'not a road safety device' and are only recommended in very low-speed environments or where they cannot be impacted (e.g. behind barrier). These bollards are also hazardous to cyclists and other vulnerable road users and their location should be carefully considered.

Frangible bollards

Some bollards are considered 'frangible' (e.g. 100m x 180m timber post with a 75mm dia. hole) given their size and/or weakness in one direction. These bollards cannot guarantee protection from an errant vehicle and the impact behaviour is unknown. To be deemed frangible, these devices must be manufactured and installed in accordance with Australian Standards and VicRoads guidance. VicRoads recommends their use is limited to very low-speed environments or where they cannot be impacted (e.g. behind barrier).



Timber Bollard: Access restriction, unknown containment, impact behaviour unknown-deemed frangible in one direction.

Vehicle Security Barriers (VSB)

Unfortunately, vehicles can be used with hostile intent to breach a perimeter, ram and damage infrastructure or as a weapon to injure and kill people.

Hostile Vehicle Management (HVM) uses a blend of traffic calming measures to slow down hostile vehicles and vehicle security Barriers (VSB) to stop those hostile vehicles progressing further. VSBs provide the hard stop for penetrative vehicle attack, they are

structural in nature and can be either Active (powered or manual) or Passive (static). Active measures include hinged and sliding gates, boom barriers, retractable blockers and retractable bollards. Passive measures include structural wall, passive bollards and planters.

Performance

The impact performance standards for VSBs are IWA14–1: Vehicle security barriers, and PAS68, both of which include a range of test vehicles and evaluation criteria.

- IWA 14 Part 1 specifies the essential impact performance requirements for a vehicle security barrier (VSB) and a test method for rating its performance when subjected to a single impact by a test vehicle not driven by a human.
- IWA 14 Part 2 provides guidance for the selection, installation and use of vehicle security barriers (VSBs) and describes
 the process of producing operational requirements. Each site will require a specific assessment to understand maximum
 speeds and angles of attack achievable by a hostile vehicle. This process is called a vehicle dynamics assessment and
 profiles all the approach routes. This allows the counter-measures to be designed to an appropriate level, preferably not
 over or under-engineered

Although VSBs are designed and tested with the intent of stopping hostile vehicles, they are often used in locations where they may be impacted by an errant vehicle and therefore should be designed to diminish impact severity. Unlike hostile vehicle attack, errant vehicle impacts can be predicted from the road characteristics (e.g. posted speed) and can be managed through other factors such as speed calming and control.

Like protection bollards, it is acknowledged that many vehicles can manage energy transfer during a low-speed impact, assuming the device does not present an undue risk during impact such as the potential to penetrate the vehicle or cause harm to others. As such, it is critical that VSBs are designed (shaped), positioned and orientated with an errant vehicle impact in mind. This includes smooth surfaces, rounded edges and a large contact surface that will distribute energy. Components that are likely to leave the system during impact or may spear a vehicle must be avoided. Physical crash testing is the preferred method of testing.



VSB Bollard: Similar severity to other roadside hazards, does not present undue risk to occupants or others, must be located within a low speed environment

VSB Wedge: Smooth surface will distribute impact energy, can be deactivated as needed. Edges are shielded and cannot be impacted head on.



VSB Gate: Narrow impact point will focus energy into the occupant compartment causing undue risk to errant vehicles. This device should be located such that it cannot be impacted by errant vehicles.

Application

- VSBs must be used in accordance with IWA 14 and other relevant hostile vehicle guidelines. i.e. There must be an
 evidence based threat of attack.
- VSBs must be installed on roadsides with an operating speed of 50km/h or less. This allows the impact energy to be
 managed by the vehicle, assuming the device does not penetrate the vehicle or present an undue risk to others.
 - Higher operating speeds must be crash tested or require roadside protection such as an accepted safety barrier.
- VSBs must be installed in accordance with the manufacturers guidelines and specification. Adequate foundation strength
 is critical for performance and any differences to the crash tested conditions must be factored into containment level or
 design.

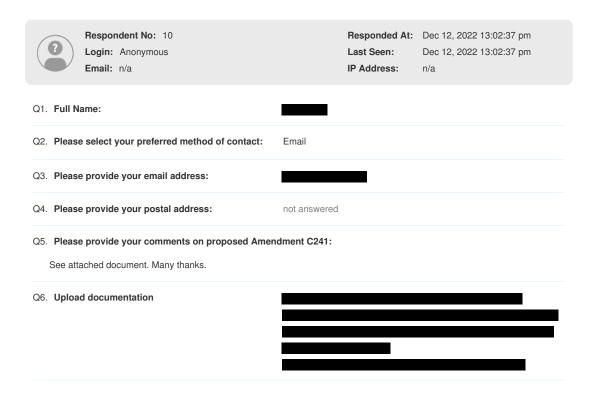
VicRoads does not publish a list of accepted VSBs. Asset owners should engage a qualified security consultant, consider the conditions above and document their design and decision process.

Summary

1. All bollards have an element of risk and should only be used in situations where there is a need and a safety barrier is not feasible.

- Before selecting and installing a bollard, designers and/or asset owners must clearly define the objective of the bollard (what it is trying to achieve) and demonstrate that a suitable product has been used. Objectives may include shielding a vulnerable road user or hazard, providing delineation or preventing hostile vehicle attack.
- Other than 'road safety devices', tested in accordance with AS/NZS 3845, VicRoads does not evaluate or maintain a list of approved bollards. As such, practitioners must understand and document the benefits, risks and performance of the bollard by working closely with the product supplier.
- 4. Bollards must meet the performance requirements as specified in this technical alert.
- 5. Bollards must be used in an application specified in the technical alert.
- 6. Given the differences in product performance, bollards must not be substituted without seeking comment from the original designer, as this may affect the original intent.

If you have questions, please feel free to contact SafeSystemEngineering@roads.vic.gov.au or contact (03) 8391 7191.



Tract

Anne North

12 December 2022

Strategic Planner
City Planning and Development
Whitehorse City Council
Locked Bag 2
NUNAWADING VIC 3131

via email: <u>customer.service@whitehorse.vic.gov.au</u> <u>anne.north@whitehorse.vic.gov.au</u>

Submission to Whitehorse Amendment C241 Whitehorse Development Contributions Plan

Tract acts on behalf of land manager of the land at

We understand Amendment C241 whse is currently on exhibition and feedback is sought on the contents of the amendment, specifically the introduction of Schedule 1 to the Development Contribution Plan Overlay (DCPO1) and incorporate the Whitehorse Development Contribution Plan into the Whitehorse Planning Scheme.

1 Background

manages and operates the land at , as well as other hospitality venues within metropolitan Melbourne. These businesses generate

Notably, the Site exhibits the following characteristics and land uses:

- Located at the intersection of
- Approximately 4.5 hectares in total site area.

significant employment and economic prosperity to the State.

- Southern frontage to of approximately 160 metres and western frontage to
- Pedestrian and vehicle access from both
- Within the Residential Growth Zone, Schedule 2 'Substantial Change B' (RGZ2).
- Affected by the Design and Development Overlay, Schedule 9 'Tally Ho Activity Centre' (DDO9), the Significant Landscape Overlay and Schedule 9 'Neighbourhood Character Areas' (SLO9).

are identified within the Transport Zone 2 (TRZ2) and are major north-south and east-west arterial roads. The Site is within the Principal Public Transport Network with the Route 75 tram along Burwood Highway, as well as a Smart Bus among several other bus routes along Springvale Road.

Currently the Site is occupied by the car parking and landscaping.

as well as its associated

Refer to Figure 1 – Site Map.

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Figure 1 Site Map

Red line indicates Site boundary Blue line indicated suburb boundary Yellow shading indicates Tally Ho Major Activity Centre

2 Amendment C241 whse

Amendment C241 whse affects the land in the entirety of the municipality and seeks to apply a development and community infrastructure levy to new residential, retail, commercial and industrial development.

We understand this is sought to be enacted through incorporating the Whitehorse Development Contribution Plan ('the Plan'), prepared by Hill PDA Consulting – October 2022, into the *Whitehorse Planning Scheme*.

The Plan locates the Site in Charge Area 17 within the suburb of Vermont South. It is marked as an area for 'substantial change' within an activity centre of which an urban design framework applies. Therefore, the Site is marked for a significant change in residential density.

The proposed Development Contribution Plan seeks to implement the below contribution amounts for the development of the Site resulting in a net increase in the number of dwellings or retail, commercial and industrial floor area, as follows:

\$1,532 per dwelling.

- \$0.50 per square metre of retail floorspace.
- \$0.75 per square metre of commercial floorspace.
- \$0.07 per square metre of industrial floorspace.

3 Submission

Our client acknowledges and provides in principle support for the fair contribution and orderly delivery of new community infrastructure and services, nevertheless, submits it is integral that this proposed planning control is progressed in a way that is both consistent and reasonable.

Therefore, we seek clarification on the following matters of relevance to the Site:

Mis-matched alignment of the Charge Area and the Tally Ho Major Activity Centre

It is noted that the Tally Ho Activity Centre extends to the east of Springvale Road to include the land at The activity centre is not bound or dictated by the extent of the suburb boundary, rather, this categorisation responds to the Site's characteristics and context as well as its strategic value associated with the activity centre.

Yet the charge areas defined within the Whitehorse Development Plan reflect suburb boundaries and exclude the Site from the scope of Area 14 (Burwood East) and Area 15 (Forrest Hill). This demonstrates a mismatch between geographic boundaries (suburban boundary) and logical planning and redevelopment boundaries (activity centre boundary). We submit that the charge areas do not necessarily have to follow suburb boundaries and acknowledge development patterns do not strictly follow neighbourhood boundaries.

The potential future development of the Site should result in development contributions that appropriately invest in the local area.

We seek clarification as to the justification and rationale regarding the alignment of the Change Areas with broader planning and precinct/activity centre development outcomes. We further suggest that consideration could be given to the recategorization of the Site to be within the Burwood East Charge Area (so that it more accurately aligns with the primary activity centre area).

Refer to Figure 2 – DCP Area and Charge Areas and Figure 3 – Tally Ho Precinct Plan.

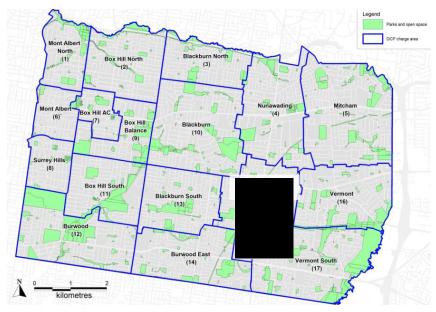


Figure 2 DCP Area and Charge Areas



Figure 3 Tally Ho Precinct Plan (DDO8)

Appropriateness of infrastructure items in relation to the Site

The infrastructure items identified for Charge Area 17 (Vermont South) include multiple recreational facilities, car parking, pedestrian pathways and wayfinding infrastructure.

A single infrastructure item will be specifically delivered via development contribution from Charge Area 17, namely improvement to the Billabong Park play space. All other items will be delivered via contributions from multiple charge areas.

The designation of Tally Ho as a Major Activity Centre is resulting in significant development and investment outcomes. Therefore, we submit that the provision and upgrades to infrastructure should reflect the growth of this activity centre.

The Plan does doesn't specify any infrastructure items within the Tally Ho Activity Centre. This presents an opportunity for, for example, improvements to pedestrian connections within the Tally Ho Major Activity Centre through greater investment in the public realm, which could be itemised within this DCP infrastructure work



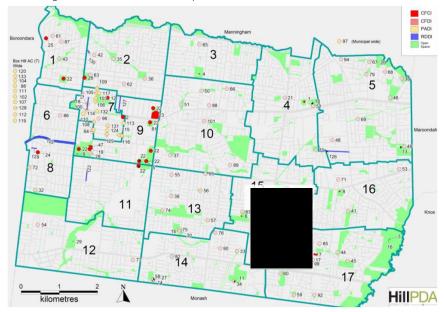




Figure 4 DCP Infrastructure Project Locations

Potential contributions 'in kind'

The ite present a significant redevelopment opportunity with capacity to cater for a mix of land uses and development outcomes.

As part of the potential future redevelopment of the Site, there is potential for complementary additions which may be considered as offering public benefit. This may be in the form of open space, public realm improvements or large scale, publicly accessible open spaces and landscaped areas.

We seek clarification as to whether other suitable items would be accepted by Council in the future as offsetting development contributions, in lieu of cash payments under the Development Contribution Plan.

Clarification of development contribution exemptions

In Section 7.5, the Plan lists the exemptions to which the development contributions do not apply.

It is noted that social housing is exempt from the requirements of the plan, however there is no reference to affordable housing land uses.

We submit that given the current shortage of affordable housing in the City of Whitehorse, should development contributions apply to affordable housing, this would likely serve as a disincentive to the provision of this important infrastructure. As such, we believe it appropriate for the respective amendment background documentation to reference and exempt this land use from development contributions.

This could take the form of a specific exemption for the provision of affordable housing above and beyond any mandatory minimum provisions required in the Planning Scheme.

It is noted that the provision of affordable housing is an alternative form of contribution which is of community benefit.

Recognition of as a 'Strategic Development Site'

The Site is marked as 'substantial change' area in the Whitehorse Development Plan, however is not referred to as a 'Strategic Development Site.'

The Strategic Development Sites identified in Clause 21.04 comprise a large total site area, are proximate to public transport, are largely within activity centres and offer holistic redevelopment potential. The Site similarly holds these characteristics and should therefore also be classified as a Strategic Redevelopment

Site. This classification has implications for Amendment C241 whse, as the redevelopment of the Site would likely result in significant development contribution to the municipality of Whitehorse.

4 Summary

It is recommended and requested Council considers the following matters, as part of its review of Amendment C241 whse:

- Clarification as to the methodology behind the nomination of Charge Areas.
- Consideration of the inclusion of infrastructure items with the Tally Ho Major Activity Centre.
- Clarification of potential contributions in kind.
- Clarification of development contribution exemptions, specifically in regard to affordable housing.
- Recognition of as a Strategic Development Site.

We are pleased to have had the opportunity to provide a submission to the Whitehorse Development Contribution Plan and look forward to further engagement regarding Council's consideration of submissions.

Should you wish to discuss this submission, please contact me or Luke Chamberlain on bcooke@tract.net.au / lchamberlain@tract.net.au or on 9429 6133.

Yours sincerely

Ben Cooke

Associate Town Planner

Tract

BCooke@tract.net.au

FMAIL SUBMISSION 1



9 December 2022

Strategic Planning
City of Whitehorse
Nunawading VIC 3131
By email (customer.service@whitehorse.vic.gov.au)

Dear Strategic Planning

Amendment C241whse - Development Contributions Plan

We were informed of this proposed amendment via *Planning Matters* on Thursday 10 November. The proposed amendment is on public exhibition and open for comment until 12 December 2022.

The Housing Industry Association (HIA) is Australia's peak residential building industry association. HIA exists to service the businesses it represents, lobby for the best possible business environment for the building industry and to encourage a responsible – quality driven, affordable residential building and development industry for members.

In summary, the proposed amendment pursuant to the Whitehorse Development Contribution Plan 2022 (DCP) is to:

"identify infrastructure projects that will be delivered by Whitehorse City Council over a nominal 20 year period and show associated levies for those infrastructure projects to be imposed on defined classes of development to contribute towards the funding of the infrastructure projects."

If applied, the proposed amendment will result in development proponents being charged a financial contribution per *additional* dwelling (with replacement dwellings are exempt from the charge) towards the cost of **broadly beneficial community infrastructure projects**. These projects are nominated by *Table 4: DCP Infrastructure Project List* of the HillPDA Consulting Report October 2022. In the 17 residential areas defined by the DCP, the per dwelling contribution ranges from \$811 to \$2,100 (for a target of 15 per cent total cost recovery).

As per HIA's Position Statement - **Infrastructure Charges and Levies on Residential Development** (appended to this letter), we *object* to amendment C241whse on the following basis:

- The costs of broader community, social and regional infrastructure should be funded from general rate revenue, borrowings or alternative funding mechanisms (i.e. shared among the local community).
- Up-front charges and levies against a new development are the least efficient manner in which infrastructure costs may be recovered.
- Levies and charges applied to development to cover physical and social infrastructure affect new housing affordability. They are in effect a tax on new homebuyers.

It is HIA's view that development proponents should only be required to pay for **development specific infrastructure**, being items within the boundaries of the development site that are necessary to create and service a home i.e. crossover, drainage, stormwater, utilities.

Other community social and regional infrastructure may have limited or no nexus with the population who will occupy the homes in a new development.

Housing Industry Association Limited ABN 99 004 631 752 **hia.com.au**Head Office Canberra | ACT/Southern New South Wales | Gold Coast/Northern Rivers | Hunter | New South Wales | North Queensland | Northern Territory | Queensland | South Australia | Tasmania | Victoria | Western Australia

As further context to our objection, we note Whitehorse currently has round one of its *Open Space Strategy* open for public consultation. It is generally <u>stated</u> by Whitehorse that:

"Funding for open space creation, development and management is supported by a combination of general rate revenue, open space contributions by developers and government grants."

Pursuant to the schedule to *Clause 53.01 Public open space contributions and subdivision* of the Whitehorse planning scheme, development proponents are currently required to make a contribution in cash or land of 4 per cent towards new open space funding. While there are no details yet of what changes to this funding model are proposed, HIA anticipates there will be a review, including to the rate of 4 per cent released in subsequent public consultation.

HIA has advocated against increases to other municipal public open space contribution funds, particularly where they impose an excessive rate of tax on development proponents – that ultimately flow on to house prices and erode housing affordability.

According to the August 2021 report *Development Contributions: How should we pay for new local infrastructure* by the National Housing Finance and Investment Corporation (formerly NHFIC – now Housing Australia), development contributions are increasingly being used for social infrastructure with no clear nexus to development, as opposed to local essential infrastructure.

The NHIFC report states "If the scope of developer charges doesn't have a clear nexus to the new housing development or costs aren't apportioned appropriately between the beneficiaries of the local infrastructure, developer contributions ultimately can act like a tax and discourage development."

Indicative case studies sourced by Housing Australia show that developer contributions can ultimately amount to between \$37,000 and \$77,000 per dwelling in Victoria (2019 prices), which is a substantial cost levied on a new home. These cost may typically be derived from (not limited to) the per dwelling costs of DCPs, utility supply levies and open space contributions in the infill environment.

HIA considers it to be significant that such statements are made by the national body Housing Australia. These statements are usually reserved where the situation – i.e. the incremental growth of broadly beneficial community infrastructure charges on development proponents – have become so dire and detrimental to housing affordability.

For this reason and in the context of amendment C142whse, HIA considers it would be reasonable for Whitehorse to provide a detailed and considered response to the Housing Australia statement cited above. We suggest this response be included in Council's Part A submission for Planning Panels Victoria.

In conclusion, HIA objects to amendment C241whse on the basis the DCP is for broader community, social and regional infrastructure costs, that should be funded from general rate revenue, borrowings or alternative funding mechanisms. These costs forced on development proponents, adds to project costs being passed down the line to home buyers and ultimately contributing to the erosion of housing affordability. Notwithstanding our objection, if the amendment is supported to proceed, HIA requests that the exemption for replacement dwellings remain in the policy.

Thank you once again for the opportunity to comment at this stage. Please keep us informed of your progress as this amendment process continues. Please do not hesitate to contact **Roger Cooper – Senior Planning Advisor** on 9280 8230 or r.cooper@hia.com.au should you require anything further.

Yours sincerely

HOUSING INDUSTRY ASSOCIATION LIMITED

Neld.

Fiona Nield

Executive Director - Victoria

EMAIL SUBMISSION 2

Strategic Planning
Whitehorse City Council
Locked Bag 2
NUNAWADING VIC 3131
customer.service@whitehorse.vic.gov.au

11th December 2022

Ref: Strategic Planning Unit - Amendment C241whse

This brief submission is prepared by the listed groups who seek an opportunity to prepare more comprehensive submissions to the anticipated Panel Hearing for this Planning Amendment.

We congratulate Council on advancing this important amendment and we agree with the important principle that developers make a meaningful contribution to community infrastructure, that occupants of their developments will rely upon in their day-to-day activities in Whitehorse.

The plan, while comprehensive in our view could be strengthened before becoming an incorporated document in the planning scheme.

- A regular review period (4 yearly) needs to be mandated in the Plan. The plan only suggests 4
 yearly reviews. Changes in cost base for infrastructure replacement, accommodation of changes
 in community priorities for infrastructure and updated population growth statistics need to be
 assessed at regular intervals
- Significant community infrastructure projects to meet the needs of a growing city have been omitted from the Infrastructure Project List and it is unclear what the mechanism is in the plan to adjust the list over time to reflect the demographic changes in the community and the changing needs for infrastructure.

Some examples of infrastructure currently being considered by the community and Council include:

- o Provision of a new public open space and recreation area at Box Hill for Melbourne's second CBD The possible acquisition and development of Federation Brickworks site.
- Making the link of a major active transport node at Box Hill MAC where the intersection of the Principal Bicycle Network north/south and east west trails need the proposed railway overpass at Thurston Street to be built.
- Safe and accessible active transport linkages to and from the Box Hill to Ringwood rail trail to/from the Koonung creek bicycle corridor. North-East Link increased traffic density will make the use of arterial roads such as Elgar, Station, Middleborough, Blackburn Roads etc. unsafe for cyclists.
- o Upgrade of Blackburn Library.
- Given that it seems that infrastructure not on the project list is less likely to be funded, a careful
 and forward-thinking approach is required to capture anticipated projects.
- Infrastructure Replacement Projects included appear to be made up principally of asset
 replacement, particularly formal sport infrastructure. In our view there needs to be recognition
 of the need for additional community infrastructure to cater more equitably for a larger
 proportion of the increased and more densely settled population. The Local Government Act
 2020 cited in the plan states 'The Local Government Act 2020 outlines the role of local
 government in that a council must endeavour to achieve the best outcomes for the local
 community by providing equitable and accessible services that are efficiently and effectively
 managed.'

While referencing the Urban Forest Strategy and Climate change in existing Council strategies
there is no infrastructure project identified in the plan to address either the declining tree
canopy nor the remediation or adaptation projects required to mitigate climate change impacts
made more extreme by higher density development.

We look forward to making comprehensive submissions to the anticipated Panel Hearing for this Planning Amendment

Yours Sincerely





11th December 2022

Strategic Planning Whitehorse City Council Locked Bag 2 NUNAWADING VIC 3131

By email to: customer.service@whitehorse.vic.gov.au

Ref: Strategic Planning Unit - Amendment C241whse

would like to submit that it supports the charging of a development levy on property development in Whitehorse. This is a good way to ensure that developments help to contribute to the betterment of local community infrastructure which is available to and useable by the occupiers/users of the developments.

It is unclear how the range of 133 projects listed in Table 19: DCP Project Calculations were selected, and more relevantly how this list of projects can be added to over the life of the scheme.

We note that several projects are included for improving the possibilities for active transport in Box Hill's high development area. The project list references the Box Hill MAC Integrated Transport Strategy - Sections 3 and 4 relating to walking and cycling. However section 5 of that strategy "Provide new walking/cycling bridge over the railway line" is missing despite it being critical to the successful linking of the primary cycling corridors shown in Figure 20 of the strategy.

How will vital project such as this be added to the projects covered?

Apart from projects near to central Box Hill, how will vital projects which link other pedestrian and cycling routes be included? As examples we would like to highlight the need for safe pedestrian crossing points of Blackburn Rd near The Avenue and Heath St, and also at Main St where the very well-used Creeklands shared path crosses. Why are several proposed pedestrian crossings in Box Hill included and these are not?

The emphasis of projects for inclusion is on high-visibility formal sport precinct development for use by about 20% of the community. Projects favouring the broader section of our community –the 80% that use our parks and reserves for physical activity outside of the structured "sporting club" environment - are largely ignored.

This is something that we believe should be corrected from the start because projects not on the project list are less likely to be future funded.

Of particular importance is the failure to include contribution towards the potential acquisition and/or development of public recreation facilities at the Federation Brickworks site.

We also note that there is nothing to support required action on the Urban Forest Strategy and Climate change mitigation. People will be far less likely to participate in walking and cycling – a declared aim of many Council strategies – if the urban canopy and landscape continues its present rate of decline. And climate change effects – like Covid – will inevitably bring about a big increase in demand for walking and cycling.

Yours sincerely



EMAIL SUBMISSION 4



14 December 2022

Strategic Planning Department
Whitehorse City Council
379-399 Whitehorse Road,
NUNAWADING VIC 3131

By email to: customer.service@whitehorse.vic.gov.au;

Dea

SUBMISSION TO AMENDMENT C241 TO THE WHITEHORSE PLANNING SCHEME

We act for as the owner of land at Site').

The Site is former location of holding of some 49,000 square metres located adjacent to

We write to Whitehorse City Council ('Council') in regard to Amendment C241 to the Whitehorse Planning Scheme ('Amendment'). On behalf of our client, we seek Council's leave pursuant to Section 22 (2) of the *Planning and Environment Act 1987* to provide a submission to the Amendment. This submission follows initial discussions with Council officer

Amendment C241 seeks to implements the *Whitehorse Development Contributions Plan* (Whitehorse City Council, 2022) ('**DCP**') by applying Schedule 1 to Clause 45.06 Development Contributions Plan Overlay to all land within the municipality. It follows that the Amendment, if approved, will affect the emerging development of our client's land.

It is accepted that as population growth increases, the need for additional social and physical infrastructure throughout the municipality, including capital infrastructure projects such as roads, footpath, streetscape works as well as community infrastructure projects. Accordingly, there may be a need for development and community infrastructure levy contributions over time.

However, our client's land is subject to Planning Permit (and various other planning and subdivision permissions and applications) which allows the:

Construction of 173 dwellings, buildings and works in a heritage overlay and constructions or roads and a public park, generally in accordance with the endorsed plans....

As alluded to in the Planning Permit preamble, our client's development of the Site for 173 residential dwellings includes the associated delivery of all internal roadways and infrastructure provisions at their own cost to be vested to Council. The development scheme also dedicates a significant area (3,252sqm) in the north-west corner of the Site for a future public park (with embellishments), which will be vested to Council as approved under the various planning permissions. These works combined and the urban renewal advanced have strategic benefit that extends well beyond the Site boundaries.

Having regard to the scope of the DCP, it is respectfully submitted that the Amendment fails to consider sites such as this or land subject to existing planning approvals that already include the delivery of necessary infrastructure.

Planning & Property Partners Pty Ltd ABN 63 343 015 948 Legal Directors: Mark Naughton, Chris Taylor, Tyrone Rath & Amanda Johns Non-Legal Directors: Paul Little, Nicholas Touzeau, Johan Moylan & Sue Zhang 13/1 Collins Street, Melbourne VIC 3000 Telephone: +61 3 8626 9000 Email: admin@pppartners.com.au www.pppartners.com.au



The flow-on effect of introducing a blanket approach to development and community infrastructure levies is that development costs are increased, which in turn impacts affordability for end users. Alternatively, it means that land which might otherwise have been developed sits dormant, and aspirations for housing density and diversity remain unachieved.

For the foregoing reasons, we submit that Amendment C241 in its current exhibited form should be refined. We reserve the right to add to, vary or expand these submissions if the Amendment progresses to a Council meeting or Planning Panel and welcome the opportunity to further discuss the Site particulars and our client's submission with Council.

Further questions regarding (email:	g this submission	can be directed to	the undersigned	on (03) 8626 9081
Your sincerely				

Attachment 2: Submission Response – Amendment C241whse Whitehorse Development Contributions Plan

Submission Key issues raised No		Response	Changes required to the DCP and Exhibited Documents		
1	 The proposal will encourage bribery and corruption. Streetscapes are being destroyed by overdevelopment. 	 The Development Contributions Plan (DCP) is a formal planning tool available within the Victoria Planning Provisions and under the Planning and Environment Act, 1987, for Councils to collect contributions from developments towards funding development and community infrastructure. The Whitehorse DCP requires that new development pays a contribution to the infrastructure that will be needed to accommodate population growth. The DCP does not encourage or approve any development. 	No change required.		
2	Supports the Amendment.	Supportive, no response needed.	No change required.		
3	 Supports the amendment. Recommended the adoption of a DCP to Council over 10 years ago. 	 The DCP Incorporated Document includes a detailed list of projects which specifies the nature of projects, locations, costs and contribution to be made by the DCP levies. 	No change required.		

Page **1** of **10**

	 The development of a number of significant redevelopment sites has increased the population of Whitehorse without providing appropriate facilities. The amendment should clearly state where and how the funds will be spent. 	 The DCP does not differentiate between significant redevelopment sites and other development areas. All new development (other than that are exempted) is required to make a contribution. Annual reporting of the DCP will include details of DCP levies collected and the projects delivered. This information changes annually and is not included in the DCP. 	
4		 This is a matter for consideration in the asset /infrastructure design stage, not at DCP stage. The DCP Incorporated Document includes a detailed list of projects which specifies the nature of projects, locations, costs and contribution to be made by the DCP levies. For various reasons several projects are not included in the DCP and it does not include all the projects detailed in the Council's Capital Works Program which includes the design and scope of the project. Street seating is not individually included in the DCP. The type and provision of street seating will be considered in relevant strategic works of Council. 	No change required.
5	Netball facilities should be included in future parkland and sporting infrastructure.	 The need for, design, scope and specification of projects is determined by Council's strategies and planning studies well before the DCP is developed. 	No change required.

Page **2** of **10**

6	Opposed to the approval of multi storey buildings in Box Hill. Connecte the Amendment	 A number of the projects in the DCP include multi use sporting facilities including basketball/netball courts. The DCP does not encourage or approve any development. The purpose of the DCP is to collect contributions from new developments to fund the required infrastructure projects. 	No change required.
/	Supports the Amendment.	Supportive, no response needed.	No change needed.
8	 The DCP does not include any provision for State delivered infrastructure. The pro-rata change in retail, commercial and industrial floor-space spread evenly across the municipality is not correct. Activity centres and commercial development areas could be expected to grow which may require additional infrastructure. The result may be an underestimation of the infrastructure needs and under funding. The DCP project list includes one kindergarten which will not be adequate to meet the 	 State infrastructure is not funded by a DCP and is not included in the DCP. This is a Council DCP. The submission acknowledges that the inclusion of State infrastructure would make the DCP complicated to prepare and administer. In addition, including State infrastructure would require the co-operation and agreement of the State Government. Council's approach has been to include DCP projects over which it has complete control in the specification, delivery and costing and therefore has opted not to include State projects. A provision for non-residential development has been made in the DCP based on anticipated population and economic growth at a municipal level and then distributed across centres and employment areas based on existing conditions and trends in 	Removed the words "Before Cap" in the income estimate column headings of Table 19. Added the following to the last paragraph of the introductory page of Appendix 5 "The income estimated by project for CIL projects may be impacted by the cap."

Page **3** of **10**

demand for kindergarten
places in 2036.

- There is no provision for traffic management upgrades in many of the roads under Council's control.
- Appendix 5 contains a reference to income estimate by project before cap for projects not subject to the CIL cap.
- development. This provides a reasonable basis for estimating future development.
- The infrastructure needed has been identified in various Council strategies and policies and appropriate projects included in the DCP. These projects are not all the works that will be undertaken by the Council as part of its Capital Works Program. In addition, the DCP contains provision for a periodic review. Should the need arise this review provides the Council with an opportunity to validate the development projections and adjust the DCP if required.
- The DCP Incorporated Document includes a detailed list of select projects. There are a number of other projects that have been excluded from the DCP for a variety of reasons but most commonly because they are externally funded (for example Commonwealth and State government funding). The DCP does not make up Council's complete Capital Works Program with respect to kindergartens or traffic management.
- Table 19 provides details on each of the projects included in the DCP. The last two columns estimate the dollar value and percentage income for each project.
- Community Infrastructure Levies (CIL) may be subject to a cap when CIL projects are

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		 summed for each area. Hence the column title says 'before cap' which means 'before cap if applicable'. To avoid confusion, the words 'before cap' can be removed. 					
9	Advocating for increased safety barriers in strip shopping centres.	 The need for, design, scope and specification of projects is determined by Council's strategies and planning studies well before the DCP is developed. The DCP Incorporated Document includes a detailed list of projects which specifies the nature of the project, where it is located, how much it will cost and the contribution of the DCP levies. The provision of safety is a matter for 	No change required.				
10	 There is a mismatch between the charge areas based on suburban boundaries and logical planning and redevelopment boundaries or activity centre boundaries. Requests a realignment of area 14 to include the north east corner of Springvale Road and Burwood Highway in the Burwood East Charge Area consistent with the Tally Ho Precinct Plan. 	 Council's Capital Works Program. The DCP charge areas are based on Council's forecast .id Population data and form generally accepted administrative boundaries within the City of Whitehorse. The DCP charge areas are small enough to represent a community of interest and avoid the prospect of serious cross-subsidisation within the context of cost apportionment undertaken in the construct of this DCP. The strategies for the site identified in the Tally Ho Major Activity Centre Urban Design Framework envisage the site being 	No change required.				

Page **5** of **10**

- Notes that only one project in area 17 will be fully funded by that charge area alone and the rest are funded from multiple areas. In addition, there are no projects identified in the Tally Ho Major Activity Centre.
- Requests clarification whether works in kind can be considered in lieu of a cash payment.
- While social housing is exempt from the DCP affordable housing is not and requests that the exemptions be extended to include affordable housing.
- The site at 385-395 Burwood Highway Vermont South should be classified as a strategic redevelopment site.

- redeveloped for a mix of entertainment, hospitality and retail uses.
- The land which is the subject of this submission is in a Residential Growth Zone while the land on the west side of Springvale Road is in a Commercial 1 Zone.
- The DCP Incorporated Document includes a detailed list of projects which specifies the nature of projects, locations, costs and contribution to be made by the DCP levies. These projects need to be delivered over the life of the DCP. The projects do not make up Council's entire Capital Works Program. Consequently, whilst there may not be any capital works programmed as part of the DCP for the Tally Ho Major Activity Centre it does not mean there are no capital works scheduled for this area.
- The DCP does not impact on the potential redevelopment of the site and the only difference between one charge area and another is in the amount of levies payable.
- Both the DCPO1 and the Incorporated Document contain the following provision or similar which allows Council to consider works in kind: "Payment of development contributions are to be made in cash except as otherwise provided for in the Whitehorse Development Contributions Plan."

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		 Ministerial Directions provide for a DCP exemption of social housing, not broader definition of affordable housing. Affordable housing, under the provisions of the <i>Planning and Environment Act, 1987</i> is identified by income and occupancy as very low, low and moderate. Under the above Act the provision of affordable Housing is subject to a Section 173 Agreement which means it is a negotiated agreement between Council and the developer which is part of the permit application process and not part of the DCP which provides for a contribution by new users to the infrastructure they will use. Whether site at 385-395 Burwood Highway Vermont South should be classified as a strategic redevelopment site is not a matter for the DCP. All development is treated equally regardless of planning designation. 	
11	The costs of broader community, social and regional infrastructure should be funded from general rate revenue, borrowings or alternative funding mechanisms (i.e. shared among the local community). Up-front charges and levies against a new development are the least efficient manner	 The DCP is a statutory tool within the Victoria Planning Provision for Councils to use towards funding the required infrastructure projects. The DCP which provides for a contribution by new users of the community and physical infrastructure they will use. Other than this contribution, the projects listed in the DCP are funded through rates and borrowings. There are limited mechanisms for Council to obtain contributions to infrastructure. The 	No change required.

Page **7** of **10**

	housing affordability. They are in effect a tax on new homebuyers.	 DCP is a method enabled by the <i>Planning</i> and <i>Environment Act</i>, 1987 and is a legitimate mechanism to obtain contributions towards providing the necessary infrastructure. There is no evidence to support the claim that levies and charges applied to development to cover physical and social infrastructure affect new housing affordability. The provisions of the <i>Planning and Environment Act</i>, 1987 established that a DCP can require a contribution payment for both community and physical infrastructure. 	
12	 Supports the Amendment A regular 4 year review should be mandated in the DCP The mechanism to adjust the list of projects over time is unclear Infrastructure currently being considered by the Council has not been included The DCP projects are mainly made up of formal sport infrastructure There is no infrastructure included to address declining 	 Section 7.7 of the Whitehorse Development Contributions Plan, which will be incorporated into the Planning Scheme, recommends a review of the DCP every four years. Because the Whitehorse Development Contributions Plan is incorporated into the Planning Scheme the list of projects can only be changed by a planning scheme amendment The DCP Incorporated Document includes a detailed list of projects which specifies the nature of the projects, locations, costs and the contribution of the DCP levies. These projects need to be delivered over the life of the DCP. The projects do not make up Council's entire Capital Works Program 	No change required.

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	tree canopy or the mitigation of climate change impacts	 Consequently, whilst there may organised sport based projects included as part of the DCP it does not mean there are no other open space or recreation capital works scheduled. 	
13	 Supports the Amendment Questions how the DCP projects were selected and how new projects can be added to the DCP. Too much of an emphasis on organised sporting projects. The DCP does not include recreation facilities at the Brickworks site. There is no infrastructure included to address declining tree canopy or the mitigation of climate change impacts. 	 The infrastructure needed has been identified in various Council strategies and policies and appropriate projects included in the DCP. These projects do not make up the total works that will be undertaken by the Council. In addition, the DCP contains a requirement for a periodic review. Should the need arise this review provides the Council to validate the development projections and adjust the DCP if required. The DCP Incorporated Document includes a detailed list of projects which specifies the nature of the project, locations, costs and the contribution of the DCP levies. These projects need to be delivered over the life of the DCP. The projects do not make up Council's the entire Capital Works Program. Consequently, whilst there may organised sport based projects included as part of the DCP it does not mean there are no other open space or recreation capital works scheduled. 	No change required.
14	The Amendment does not consider existing planning approvals particularly those	 Existing planning approvals, where the permit does not contain a condition requiring payment of the DCP, will not be required to pay the Development Infrastructure Levy 	No change required.

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that provide necessary infrastructure.	component of the DCP. Depending on whether a Building Permit has been issued, it
 The amendment will increase development costs which will impact the attractiveness of 	may be required to pay the Community Infrastructure Levy (CIL) component of a DCP. The DCP is still payable where works
development sites.	are required as part of a permit approval, to mitigate the impacts of a development.
	 There is no evidence to support the claim that levies and charges applied to development to cover physical and social infrastructure affect the attractiveness of development sites.

Council Meeting 27 February 2023 10.1 - ATTACHMENT 3. Whitehorse Development Contributions Plan (Whitehorse City Council, WHITEHORSE CITY COUNCIL Whitehorse **Development Contributions Plan** Prepared for Whitehorse City Council February 2023



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1.0 INTRODUCTION

1.1 Purpose

The purpose of this approved Whitehorse Development Contribution Plan 2022 (DCP) is to identify infrastructure projects that will be delivered by Whitehorse City Council over a nominal 20 year period and show associated levies for those infrastructure projects to be imposed on defined classes of development to contribute towards the funding of the infrastructure projects. The DCP timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This DCP will end 20 years from the Approval Date.

The infrastructure projects included in this DCP have been identified by Whitehorse City Council as being required to meet community needs and expectations over a nominal 20 year period. This DCP does not list all infrastructure that will be delivered by Council over this time period but only those infrastructure projects that are known to be needed at the time of DCP preparation and which are compliant with relevant development contribution plan legislation, directions and guidelines.

This DCP has been prepared having regard to the state government's approved cost apportionment method. The method is designed to ensure that the cost of providing infrastructure is shared between developers and the wider community on a fair and reasonable basis using 'share of use' principles.

1.2 Structure

This DCP is structured as follows:

- Section 2: This section shows the area and development types to which the DCP applies
- Section 3: This section provides a summary of the legal basis for the DCP and policy material that supports the development data and infrastructure projects shown in this DCP
- Section 4: This section shows the development data used in the DCP and total demand units used in the DCP levy calculations
- Section 5: This section shows the infrastructure projects listed in this DCP, including cost estimate, location and main catchment area information
- Section 6: This section shows the DCP's levies for development types and areas within the municipality and method for calculating levies
- Section 7: This section shows the DCP administrative and operational matters as defined by legislation and directions
- Appendices are attached to this document as follows:
 - Appendix 1: Development Definitions



- Appendix 2: Policy Details
- Appendix 3: Development Projections
- Appendix 4: Total Demand Units
- Appendix 5: Levy Calculations
- Appendix 6: DCP Reporting Requirements.

1.3 Acknowledgement

This document has been prepared by HillPDA with the assistance of Whitehorse City Council officers. Council officers provided infrastructure project information and advice regarding project specifications and selection and the costing of that infrastructure.



2.0 DCP AREA

2.1 Area Definitions in this DCP

This DCP refers to the term 'area' in multiple ways. To avoid confusion, the following definitions apply:

- DCP area This is the total area covered by a DCP Overlay in the Planning Scheme.
- Analysis area This area is used to define infrastructure project catchments in this DCP, separately for each infrastructure project. A project catchment can be the whole DCP area or part of it. A single analysis area is the smallest potential project catchment. Multiple analysis areas can be aggregated to define larger catchments for infrastructure projects that have larger catchments.
- Main catchment area (MCA) The area that is assessed to be the main demand generator for an infrastructure project. This is one or a group of analysis areas.
- Charge (or levy) area This is an area for which a unique DCP levy is set in this DCP. In most cases, charge areas are exactly the same as analysis areas.

2.2 DCP Area and Charge Areas

The area to which the DCP applies is shown in Figure 1 below. This is all of the City of Whitehorse.

The DCP area is divided into 17 separate analysis areas and charge areas for which a unique levy is calculated. The 17 charge areas are suburb-based data areas within the municipality and also include the Box Hill Metropolitan Activity Centre. The areas are sourced from the Whitehorse City Council 'forecast .id' data areas.

The DCP charge areas are deemed small enough to represent a community of interest and avoid the prospect of serious cross-subsidisation within the context of cost apportionment undertaken in the construct of this DCP.

Development in the DCP area will be required to pay a contribution in accordance with its estimated share of use of the scheduled infrastructure which in turn is defined by the number of demand units which comprises that development.

2.3 Development Types

This DCP applies to all development in the municipality unless exempt (as listed in in Section 7 of this DCP).

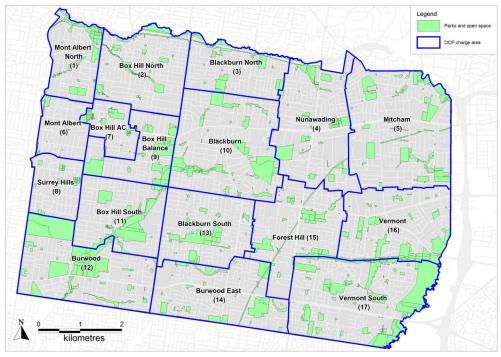
forecast .id is a widely accessible source of data compiled by the organisation known as .id. It provides demographic resources widely to Australian local government authorities.

[■] M21016 Whitehorse Development Contributions Plan



Development is measured in terms of dwellings and gross floor area of retail, commercial and industrial development. Additional information on development types is provided in Appendix 1.

Figure 1: DCP Area and Charge Area



Source: Areas from Whitehorse City Council forecast .id data areas



3.0 POLICY BASIS

3.1 Legal Basis

Planning and Environment Act 1987

The *Planning and Environment Act 1987*, (Act) at Part 3B states the purpose of a Development Contributions Plan for 'levying contributions for the provisions of works, services and facilities'. The Act sets out the broad structure and requirements for a DCP.

According to the Act, projects are classified as either:

- Development infrastructure (DI); or
- Community infrastructure (CI).

Development infrastructure is defined as infrastructure required for basic community health, safety or wellbeing. This may involve roads, paths, drainage and basic community infrastructure items.

Community infrastructure includes construction of all other buildings or facilities used for community or social purposes. Some community facilities are defined by the relevant Ministerial Direction as development infrastructure and for which a Development Infrastructure Levy may be imposed. This includes facilities such as kindergartens, childcare centres and maternal and child health care facilities.

The Act enables Council to include a condition on a planning permit for:

- Paying DCP levies within a specified time or within a time specified by Council, and
- Entering into an agreement for payment of levies within a time specified by Council.

In circumstances where DCP levies are payable and a planning permit for development is not required, Council can require payment, or enter into an agreement for payment, before the issuing of a building permit.

The Act states the amount of the Community Infrastructure Levy is capped. The cap is currently \$1,253 per dwelling in the 2022-23 financial year. It is indexed pursuant to a statutory formula.

No cap applies to the Development Infrastructure Levy.

Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, Minister for Planning, 11 October 2016

The Ministerial Direction has two parts. The first gives direction on the preparation and content of development contributions plans, with a focus on defining Development Infrastructure and Community Infrastructure. The second sets out the requirements for annual DCP reporting.



Development Contributions Guidelines 2007 (State of Victoria) (Guidelines)

The Guidelines provide detailed guidance on the method to prepare a full cost apportionment development contributions plan. The Guidelines contains the following statement with respect to the role of a development contributions plan:

"Planning ahead is part of a council's strategic planning and service delivery responsibility. In greenfield areas, provision of new infrastructure to keep pace with urban development will be a priority. In established urban areas, upgrading the existing infrastructure may be necessary because of the redevelopment of existing sites, changing community expectations, changing standards of provision or the need to replace an existing infrastructure that has reached the end of its economic life."

The Guidelines state that the broad types of projects included in a development contributions plan include:

- New item of infrastructure.
- An upgrade in the standard of provision of an existing infrastructure item.
- An extension to an existing facility.
- The total replacement of an infrastructure item after it has reached the end of its economic life."

Operational and recurrent expenditure such as maintenance costs for infrastructure cannot be funded by a development contributions plan.

In identifying suitable projects for a development contributions plan, the Guidelines divide infrastructure into development infrastructure and community infrastructure.

The following lists works, services or facilities that may be funded from a development infrastructure levy:

- Acquisition of land for roads, public transport corridors, drainage, public open space, and community facilities including (but not limited to) those listed under the last dot point in this list.
- Construction of roads, including the construction of bicycle and foot paths, 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 including Water Sensitive Urban Design (WSUD) projects. However, any WSUD project costs in a DCP cannot also form part of a future voluntary offset scheme, which can relate to separate WSUD project costs. Overlaps in project costs must be avoided.



 Buildings and works for or associated with the construction of maternal and child health centres, child care centres, kindergartens or any centre which provides these facilities in combination.

Community infrastructure includes projects involving the construction of buildings or facilities used for community or social purposes. Examples include libraries, community halls, aquatic centres and sporting pavilions.

The following lists the costs that can be included in the calculation of levies under a development contributions plan:

- The capital costs of providing the infrastructure projects.
- The cost of financing the infrastructure projects, if provided early in the life of the development contributions plan.
- The design costs associated with the infrastructure projects.
- The cost of preparing and approving the development contributions plan.

The need created by the development and the measures to satisfy the need must be adequately identified.

Local Government Act 2020

The *Local Government Act 2020* outlines the role of local government in that a council must endeavour to achieve the best outcomes for the local community by providing equitable and accessible services that are efficiently and effectively managed.

Building Act 1993

The *Building Act 1993* requires building surveyors to ensure any requirement in a planning scheme is met before issuing a building permit. This includes enforcing the payment of a Community Infrastructure Levy and / or a Development Infrastructure Levy to a council under a development contributions plan.

3.2 Policy and Strategy Basis

Council's policies and strategies provide the strategic justification for the planning and development framework applicable to Whitehorse City Council and various areas within it. This also establishes the need for infrastructure investment.

Whitehorse City Council has built up a significant body of policy and strategy information relating to:

- Strategic planning for future development in activity centres, employment areas and residential areas
- Infrastructure needs to support the existing and new development, addressing a wide range of community facilities and engineering assets.

Much of the capital works information is captured within Council's capital works planning process. This information forms the basis of infrastructure project needs.



The policy and strategy material is as follows (see Appendix 1 for additional information):

- Whitehorse 2040 Community Vision
- Whitehorse Council Plan 2021-2025
- Planning Scheme and Municipal Strategic Statement (MSS)
- Plan Melbourne (State Government)
- Recent Major Transport Projects
- Affordable Housing Policy 2010
- Arts and Culture Strategy 2014-2022
- Asset Management Policy 2017
- Box Hill Activity Centre Transit City Structure Plan 2007
- Box Hill Central Activities Area Car Parking Strategy 2014
- Box Hill Infrastructure Contributions Plan (Stage 1) Scoping Study, August2017
- Box Hill Metropolitan Activity Centre to 2036 Draft Structure Plan 2020
- Box Hill Metropolitan Activity Centre Community Infrastructure Plan 2021 Draft in Progress
- Box Hill Open Space Strategy Review 2019 Draft
- Box Hill Public Open Space Contribution Report 2020 Draft
- Box Hill Urban Realm Treatment Guidelines 2020
- Box Hill MAC Integrated Transport Strategy 2020
- Burwood Heights Activity Centre Structure Plan 2006
- Burwood Village Neighbourhood Activity Centre 2008
- City of Whitehorse Budget 2020-2021
- City of Whitehorse Budget 2021-2022
- City of Whitehorse Budget 2022-2023
- Housing Strategy and Neighbourhood Character Review Project 2014
- Whitehorse Housing Strategy April 2014
- Neighbourhood Character Study 2014
- Neighbourhood Activity Centre Urban Design Guidelines 2014
- Indoor Sports Facility Feasibility Study 2020
- MegaMile West and Blackburn Activity Centres Urban Design Framework 2010
- Mitcham Station Precinct Built Form and Public Realm Guidelines 2012
- Municipal Early Years Plan 2014-2018
- Municipal Wide Tree Study 2016



- Municipal Youth Plan 2014-2018
- Nunawading MegaMile Structure Plan 2008
- Nunawading/MegaMile/Mitcham Structure Plan Background Review 2018
- Nunawading, MegaMile (East) Mitcham Structure Plan Review 2020
- Pavilion Development Policy 2019
- Policy for Special Rate/Charge Schemes in Retail/Commercial Precincts or Centres 2014
- Review of Kindergarten Facilities (2021-2022 in progress)
- Road Safety Strategy 2013
- Special Charge Scheme Policy
- Student Accommodation Strategy 2018
- Summary Asset Management Plan 2020
- Tally Ho Urban Design Framework 2006
- Tally Ho Urban Design and Landscape Guidelines 2015
- Urban Forest Strategy 2021-2031
- Whitehorse Cycling Strategy 2016
- Whitehorse Environmentally Sustainable Design (ESD) Policy for Council Buildings and Infrastructure 2021
- Whitehorse Health and Wellbeing Plan 2021-2025
- Whitehorse Industrial Strategy 2011
- Industrial Precincts Implementation Project Urban Design Guidelines 2011
- Industrial Precinct Review 2019
- Whitehorse Integrated Transport Strategy 2011
- Whitehorse Open Space Strategy 2007
- Whitehorse Play Space Strategy 2011
- Whitehorse Recreation Strategy 2015-2024
- Whitehorse Sustainability Strategy 2016-2022
- Whitehorse Urban Biodiversity Strategy 2014-2024
- Whitehorse Waste Management Strategy 2018-2028
- Other documents (see Appendix 2).

3.3 Suburban Rail Loop

The Suburban Rail Loop - East underground train tunnel project (SRL - East) between Cheltenham and Box Hill aims to connect major employment, health, education and retail destinations in Melbourne's east and south east. Although the detail of the development



implications of this project is yet to be released by the state government, it is expected that the project would contribute to an increase in residential, retail and commercial development within the Box Hill MAC and Burwood areas.

The potential impacts of the SRL - East on development conditions and infrastructure needs will be assessed over time as more information becomes available.

3.4 Development and Infrastructure Details

Section 4 of this DCP provides a summary of the planning and development framework applicable to Whitehorse City Council.

Section 5 of this DCP lists infrastructure drawn from the policy and strategy framework and which is included in this DCP. The DCP project list includes selected projects from Council's capital works plan.

Other infrastructure projects will be constructed by Council during the time of the DCP which is not funded by this DCP.

Some infrastructure projects are not included in the DCP either because they are not eligible for inclusion in a development contributions plan or if they are constructed prior to the preparation of this DCP (assumed date is July 2022) or where they are funded by other contribution levies such as the open space levy or funded by other sources of funds such as grants.



4.0 DEVELOPMENT CONDITIONS

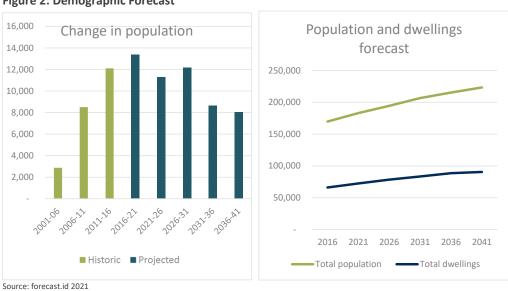
4.1 Population Context

The 2021 ABS Census estimates the population of the City of Whitehorse to be approximately 169,400 (as at August 2021). This population level is less than previous estimates and forecasts due to the impact of COVID-19, particularly relating to restrictions imposed on immigration and movement of people at the time the Census was taken.

According to forecast .id, the estimated resident population of Whitehorse is expected to grow by approximately 22% over the period to 2041.

A depiction of the latest available population and dwelling projections is shown in Figure 2 below. Population growth is expected to slow in part due to the impacts of the COVID-19 pandemic.

Figure 2: Demographic Forecast



4.2 Demographic Context

Whitehorse City Council is home to mostly family households comprising parents and school aged children. The municipality is also culturally diverse. Just over 41% of residents were born overseas (primarily from Asia and in particular China as well as India) according to the 2021 ABS Census . Approximately 22% arrived in Australia within five years prior to 2021 (in Greater Melbourne the share was 24%).

In the City of Whitehorse, 67% of households were purchasing or fully owned their home, 21.5% were renting privately, and 2.2% were in social housing in 2021.



Housing costs were generally more expensive in Whitehorse City Council compared to Greater Melbourne however the median income is also higher. Therefore, levels of housing stress are in line with the Greater Melbourne.

The main mode of transport in Whitehorse City Council is by car, however with infill development near train stations occurring, and with the likely impact of the Suburban Rail Loop, patronage of public transport is increasing. In 2016², 16% of people (a growth from 14% in 2011) took the train to work as compared to 12% in Greater Melbourne.

4.3 Economic Context

Whitehorse is estimated to accommodate approximately 85,700 jobs within 18,200 local businesses (National Institute of Economic and Industry Research, 2020). The municipality accommodates approximately 92,500 employed residents and therefore has a high level of employment self-sufficiency.

Building approvals were valued at approximately \$1 billion in the 2020-21 financial year, which is about 2.8% of the state's construction activity.

In 2016³, the three biggest industry sectors of employment for local residents were:

- Healthcare and social assistance (12,600 jobs)
- Education and training (8,600 jobs)
- Retail trade (7,300 jobs).

Manufacturing declined between 2011 and 2016 with residents employed in the industry falling by 1,500.

As at 2018, the unemployment rate was 5.93% in the municipality.

Relative to the whole of Australia, the City of Whitehorse is socio-economically advantaged. On the Socio-Economic Indexes for Areas (SEIFA), the City of Whitehorse ranks in the 87th percentile while Greater Melbourne sits in the 70th percentile and Victoria at the 61st percentile. Surrey Hills is the most relatively advantaged suburb (being in the 99th decile of SEIFA) and Box Hill is the most relatively disadvantaged (being in the 70th decile of SEIFA).

4.4 Development Areas

Development to support population growth in the DCP area is planned to occur in activity centres and through infill development in suburban residential areas. Clause 21.06 of the Whitehorse Planning Scheme establishes a framework for housing development activity, as shown in the figure below.

² 2021 ABS Census data not available for this topic at time of writing.

³ 2021 ABS Census data not available for this topic at time of writing



HOUSING FRAMEWORK PLAN

Linder Change
Natural Change
Substantial Change
Conference and Cone
Activity Centre with
Activity Centre with
Codegory 1h
Codegory 3h
Codegory 3s

Figure 3: Whitehorse Planning Scheme Housing Framework Plan

Source: Whitehorse Planning Scheme

Areas highlighted in dark blue are subject to what is labelled as (and separately defined as) substantial change in residential density. Areas bordered with red are subject to a structure plann or an urban design framework with a view to increase commercial or mixed use activity in those areas.

Retail and commercial activity in neighbourhood activity centres is expected to increase in line with catchment population growth. Residential development is also expected in activity centres.

Box Hill Metropolitan Activity Centre (MAC) is the primary centre in the DCP area and is one of nine designated Metropolitan Activity Centres within metropolitan Melbourne. It provides retail, commercial, education, civic, medical, community services, entertainment and recreational facilities for a regional catchment whilst also performing as a local hub for the immediate residential community. The MAC is strategically located along the Lilydale and Belgrave rail line, Whitehorse Road and the 109 tram route.

A proposed Suburban Rail Loop has been identified by the state government for investigation. The concept is for a 90-kilometre rail loop that will link every major rail line from the Frankston line to the Werribee line - including the Belgrave and Lilydale lines - via Melbourne Airport. The concept includes stations at Box Hill and Burwood.



The MegaMile Activity Centre along Whitehorse Road in Nunawading (encompassing MegaMile East and West precincts) is a focus for bulky goods retailing and motor vehicle sales for the eastern region of Melbourne. It serves a large regional catchment area.

Other major nodes of activity in the DCP area include Burwood Major Activity Centre, which includes the 20 hectare 'brickworks' commercial precinct and residential development area.

The Forest Hill Chase Shopping Centre and Tally Ho commercial precinct are also significant employment clusters in the municipality and designated as Major Activity Centres.

In terms of industrial development, the municipality has significant clusters in Nunawading, Mitcham, Box Hill South, Vermont, Blackburn, Burwood and Box Hill North. Smaller precincts are also located in other areas.

Figure 4 shows planning zones (coloured) and suburbs (blue outlines) of the municipality, including Box Hill Activity Centre as a separate area as defined by forecast .id.

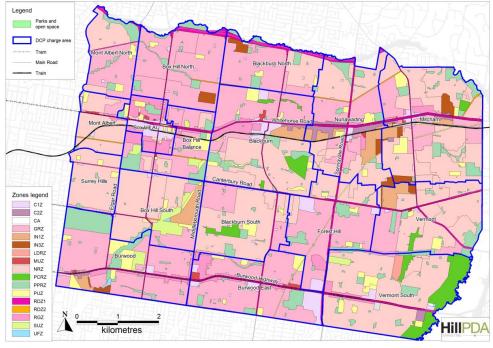


Figure 4: Zones and Suburbs (including Box Hill Activity Centre)

Source: Whitehorse Planning Scheme; forecast .id boundaries

4.5 Development Conditions and Projections for DCP

The DCP timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This DCP will end on the 20th anniversary of the Approval Date .

This part of the DCP shows the development data used in DCP levy calculations. Details are shown in Appendix 3.

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Conditions at the year 2020 are based on Whitehorse property rates data. Projections for dwellings for the 17 areas are based on forecast .id data to 2041, which has been updated for impacts of COVID-19. Projections for non-residential development is linked to the 2020 rates data and forecast .id residential projections. The method is shown in Appendix 3.

The DCP data was extended to the year 2042 using a straight line trend from 2020 to 2041 to provide a DCP data period of 2022 to 2042. The end date of the DCP at the 20th anniversary of the Approval Date is considered to be valid.

Overall, the DCP area is expected to increase its stock of dwellings from approximately 73,100 in 2022 to 91,400 by 2042. The areas that are expected to realise the highest share of residential growth are:

- Box Hill Activity Centre
- Burwood East
- Blackburn
- Mitcham
- Mont Albert.

The non-residential projections are:

- Retail floorspace⁴ is anticipated to increase from 597,500 sqm in 2022 to 729,700 sqm in 2042
- Commercial floorspace is anticipated to increase from 1.35 million sqm in 2022 to 1.64 million sqm in 2042.
- Industrial development is anticipated to increase from 1.04 million sqm in 2022 to 1.09 million sqm in 2042.

Refer to Table 1 below for the above information shown for each charge area. Table 2 shows the change in numbers between 2022 and 2042.

⁴ 'Floorspace' refers to gross floorspace (also sometimes defined as Gross Floor Area or GFA) in this DCP.



Table 1: Development Conditions and Projections, 2022 to 2042

Area No.	Area Name	Residential Dwellings		Retail SQM		Commercial SQM		Industrial SQM	
Area No.	Area Name	2022	2042	2022	2042	2022	2042	2022	2042
Area 01	Mont Albert North	2,373	2,597	1,162	1,419	27,670	33,794	0	0
Area 02	Box Hill North	4,834	5,375	6,967	8,509	17,561	21,448	53,925	56,583
Area 03	Blackburn North	2,990	3,215	2,365	2,889	27,242	33,272	33,708	35,370
Area 04	Nunawading	5,044	5,973	131,363	160,438	94,462	115,370	237,696	249,413
Area 05	Mitcham	7,238	8,877	58,350	71,265	88,230	107,758	190,771	200,175
Area 06	Mont Albert	2,191	2,708	8,653	10,568	18,751	22,902	3,242	3,402
Area 07	Box Hill Activity Centre	5,340	11,691	79,634	97,260	260,402	318,039	7,606	7,981
Area 08	Surrey Hills	2,151	2,290	4,270	5,215	14,836	18,120	0	0
Area 09	Box Hill Balance	3,088	3,692	5,232	6,390	49,489	60,442	4,002	4,199
Area 10	Blackburn	6,364	8,012	68,936	84,194	108,700	132,759	110,994	116,465
Area 11	Box Hill South	3,620	3,966	48,594	59,349	42,468	51,868	133,570	140,154
Area 12	Burwood	5,554	6,449	19,630	23,975	234,913	286,908	101,980	107,007
Area 13	Blackburn South	4,509	4,866	10,700	13,068	33,768	41,242	365	383
Area 14	Burwood East	4,594	6,492	43,089	52,627	148,788	181,720	5,618	5,895
Area 15	Forest Hill	4,661	5,377	70,646	86,283	67,103	81,955	3,541	3,716
Area 16	Vermont	4,008	4,521	5,822	7,111	50,495	61,672	121,619	127,614
Area 17	Vermont South	4,465	5,305	32,042	39,135	60,323	73,674	34,289	35,979
Total		73,022	91,406	597,454	729,694	1,345,199	1,642,942	1,042,926	1,094,336

Source: HillPDA (based on Whitehorse Property Rates Database, 2020 and Whitehorse forecast .id (2021 Data)

Table 2: Change in Development Conditions, 2022 to 2042

Avec No	Aver Nove	Residential Dwellings		Retail SQM		Commer	cial SQM	Industrial SQM	
Area No.	Area Name	Change in	DCP Period	Change in	DCP Period	Change in	DCP Period	Change in DCP Period	
Area 01	Mont Albert North	224	9.5%	257	22.1%	6,124	22.1%	0	-
Area 02	Box Hill North	541	11.2%	1,542	22.1%	3,887	22.1%	2,658	4.9%
Area 03	Blackburn North	225	7.5%	524	22.1%	6,030	22.1%	1,662	4.9%
Area 04	Nunawading	930	18.4%	29,075	22.1%	20,908	22.1%	11,717	4.9%
Area 05	Mitcham	1,639	22.6%	12,915	22.1%	19,529	22.1%	9,404	4.9%
Area 06	Mont Albert	517	23.6%	1,915	22.1%	4,150	22.1%	160	4.9%
Area 07	Box Hill Activity Centre	6,350	118.9%	17,626	22.1%	57,637	22.1%	375	4.9%
Area 08	Surrey Hills	139	6.5%	945	22.1%	3,284	22.1%	0	-
Area 09	Box Hill Balance	605	19.6%	1,158	22.1%	10,954	22.1%	197	4.9%
Area 10	Blackburn	1,649	25.9%	15,258	22.1%	24,059	22.1%	5,471	4.9%
Area 11	Box Hill South	346	9.6%	10,756	22.1%	9,400	22.1%	6,584	4.9%
Area 12	Burwood	895	16.1%	4,345	22.1%	51,995	22.1%	5,027	4.9%
Area 13	Blackburn South	357	7.9%	2,368	22.1%	7,474	22.1%	18	4.9%
Area 14	Burwood East	1,898	41.3%	9,537	22.1%	32,932	22.1%	277	4.9%
Area 15	Forest Hill	715	15.3%	15,637	22.1%	14,852	22.1%	175	4.9%
Area 16	Vermont	513	12.8%	1,289	22.1%	11,176	22.1%	5,995	4.9%
Area 17	Vermont South	840	18.8%	7,092	22.1%	13,352	22.1%	1,690	4.9%
Total		18,384	25.2%	132,239	22.1%	297,743	22.1%	51,410	4.9%

Source: HillPDA (based on Whitehorse Property Rates Database, 2020 and Whitehorse forecast .id (2021 Data)



5.0 INFRASTRUCTURE PROJECTS

5.1 DCP Infrastructure Overview

The infrastructure projects included in this DCP are shown in Table 4 and Figure 5. These infrastructure projects are selected having regard to the policy and strategic base of Whitehorse City Council. By inclusion in this DCP the infrastructure projects are committed for delivery by Whitehorse City Council in the DCP timeframe, being by nominally 30 June 2042.

In overview terms, the DCP includes 133 infrastructure projects that have a combined DCP cost of \$211.6 million.

All of the infrastructure projects are works (construction). This DCP does not include land acquisition costs.

Table 3: Summary of Projects

Facility Type and Code	Total Cost	Number	Average Cost
Community facility projects under the Community Infrastructure Levy (CFCI)	\$170,164,000	22	\$7,734,727
Community facility projects under the Development Infrastructure Levy (CFDI)	\$29,717,000	73	\$407,082
Path (streetscape) projects under the Development Infrastructure Levy (PADI)	\$8,988,000	25	\$359,520
Road projects under the Development Infrastructure Levy (RDDI)	\$2,686,000	13	\$206,615
Total	\$211,555,000	133	\$1,590,639

5.2 DCP Infrastructure List

The infrastructure project list is set out in Table 4 . Additional details are shown in the appendices to this DCP. The cost data for each infrastructure project as included in this DCP has been estimated by Council and peer reviewed.

The infrastructure projects (costs) in this DCP are separate from open space levy projects (costs) and grant funded projects or components of projects.

The main catchment area for each infrastructure project is based on the nature of each project and its primary service area.

For some projects, the main catchment area is a single analysis area while other projects have a broader catchment that takes in a few analysis areas. Some projects are assessed to serve the whole municipality. The identification of the main catchment area for DCP infrastructure involved:

- Assessing catchment information as indicated in relevant policies and strategies
- Undertaking radius assessment from infrastructure project locations based on experience and expertise of Council staff
- Comparing catchment sizes to those in other approved development contribution plans.



Infrastructure projects comprising roads and footpaths not located on an area boundary or passing through multiple analysis areas are assessed to have a single-area catchment. For other projects, a catchment radius having regard to the matters identified above were used. For example, local facilities were assigned a catchment radius of 500 metres based on a maximum 10 minute walk and larger facilities a two kilometre radius based on a five minute drive time. The initial catchment for each infrastructure project was plotted using GIS and a visual assessment of the catchment was also made. This process identified the geographical area that makes up the likely catchment of an infrastructure project.

Table 4: DCP Infrastructure Project List

Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
1	Property	Whitehorse Performing Arts Centre (WPAC)	Construction of a new performing arts centre, car park and precinct. The Whitehorse Performing Arts centre is a \$78 m (total budget) to build Council a new Municipal level performing arts centre. Construction commenced in 2020 and has been ongoing since. The DCP includes estimated costs from the 2022-23 financial year. Completion is proposed for late 2023.	\$52,656,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
2	Property	Redevelopment of the existing Box Hill Library	Redevelopment of the existing Box Hill Library to meet contemporary library design standards includes community meeting space.	\$26,459,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
3	Property	Morack Golf Course Pavilion, Driving Range and Mini Golf Facility Construction	Demolition of existing club house and pavilion, install temporary amenities for golf course operation and construct new pavilion, driving rage, min-golf and extend car park.	\$12,000,000	CFCI	Area 14 Area 15 Area 16 Area 17
4	Property	Koonung Reserve Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include 2 sets of change rooms, social space, kitchen and bathroom amenities.	\$8,157,000	CFCI	Area 02 Area 03 Area 10
5	Property	Sparks Reserve South Pavilion Refurbishment	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include 2 sets of change rooms, social space, kitchen and bathroom amenities.	\$7,875,000	CFCI	Area 07 Area 09 Area 10 Area 11 Area 13
6	Property	Mahoneys North Pavilion Refurbishment	Construction of a new sporting pavilion. This pavilion will have a larger footprint to service the sportsfields. Project is likely to include 5 sets of change rooms, social space, kitchen and bathroom amenities. Pavilion may also include a high ball area to continue to accommodate existing tenants.	\$7,788,000	CFCI	Area 13 Area 14 Area 15 Area 17
7	Property	Sportlink Multi Purpose Facility Redevelopment	Upgrade the outdoor courts to include an acrylic surface and portal frame roof with LED lighting over the outdoor courts, improved drainage, basketball rings and linemarking on two of the outdoor courts, sealing the gravel car park, enhancements to landscaping and solar panels. Indoor works includes fire services upgrades to the current building.	\$7,618,000	CFCI	Area 13 Area 14 Area 15 Area 16 Area 17
8	Property	Vermont Reserve Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion. Project is likely to include a set of change rooms, social space, kitchen and bathroom amenities.	\$6,666,000	CFCI	Area 14 Area 15 Area 16 Area 17
9	Property	Surrey Park South West Pavilion Redevelopment	This is a knockdown of the existing pavilion and construction of a new pavilion.	\$6,000,000	CFCI	Area 06 Area 07 Area 08 Area 09 Area 11
10	Property	Forest Hill Reserve Pavilion Upgrade	Upgrade the existing sporting pavilion including multi-purpose room and general amenities.	\$5,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17
11	Property	East Burwood Reserve South Pavilion	This is a knockdown of the existing pavilion and construction of a new pavilion.	\$5,400,000	CFCI	Area 13 Area 14 Area 15 Area 17



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
12	Property	Upgrade to an existing sporting pavilion within Box Hill	Upgrade to an existing sporting pavilion within Box Hill	\$5,000,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
13	Property	Heatherdale Reserve Pavilion Refurbishment - part cost included from 2022-23 FY	This is a knockdown of the existing pavilion and construction of a new pavilion. Project includes 2 sets of change rooms, social space, kitchen and bathroom amenities	\$4,227,000	CFCI	Area 05 Area 16
14	Property	Ballyshannassy Park Pavilion	Upgrade the existing sporting pavilion at Ballyshannassy Park.	\$2,301,000	CFCI	Area 11 Area 12 Area 13 Area 14
15	Property	Eley Park Pavilion Refurbishment	Upgrade the existing sporting pavilion at Eley Park. Project is to include 1 set of change rooms, social space, kitchen and bathroom amenities	\$1,700,000	CFCI	Area 11 Area 12 Area 13 Area 14
16	Infrastructure	Morack Golf Course Improvements	Upgrades to tees and greens, couching of fairways, installation of drainage in some of the wetter parts of the course and construction of concrete access paths.	\$1,550,000	CFDI	Area 14 Area 15 Area 16 Area 17
17	Property	Vermont South Club Rooms	Extension to the club rooms, upgrade to the toilet facilities and office and car park adjustments.	\$1,525,000	CFCI	Area 15 Area 16 Area 17
18	Property	Nunawading Gymnastics Building	Upgrade to the existing gymnastics facility including the main sporting hall and associated amenities.	\$1,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16
19	Property	Aqualink Box Hill Tile Rectification Works - Stage 2	Stage 2 works include most of the internal pools, main change rooms and ramps.	\$1,303,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
20	Property	Yarran Dheran Reserve Information Centre Refurbishment	Refurbishment works of centre.	\$660,000	CFCI	Area 04 Area 05
21	Property	Nunawading Community Hub	Improving acoustics and glare reduction works.	\$161,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16
22	Property	Upgrading of existing Council owned sporting reserves in Box Hill area	Upgrading of existing Council owned 8 sporting reserves in Box Hill area (areas of the reserves are: Surrey Park, Wembley Park, Sparks Reserve South, Sparks Reserve North, Sparks Reserve West, Whitehorse Reserve, Box Hill City Oval/Bolton Park and Mount Albert Reserve).	\$9,049,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
23	Infrastructure	Box Hill City Oval Precinct redevelopment	The project comprises the upgrade of the existing Box Hill City Oval Pavillons. The existing North Pavilion is to be demolished and a new three-storey building with club rooms and viewing areas is to be constructed. The existing South Pavilion is to be renovated to feature an additional locker room.	\$5,500,000	CFCI	Area 02 Area 07 Area 09 Area 10 Area 11 Area 13
24	Property	Redevelopment of Florence Road pre- school	Redevelopment of a pre-school facility to accommodate 66 licenced places plus outdoor play areas (Florence Road pre- school).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
25	Property	Redevelopment of Friend Street kindergarten	Redevelopment of kindergarten facility to accommodate 66 licenced places plus outdoor play areas (Friend Street kindergarten).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
26	Property	Redevelopment of Parkside pre-school	Redevelopment of a pre-school facility to accommodate 66 licenced places plus outdoor play areas (Parkside pre-school).	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
27	Infrastructure	Ballyshannassy sports field lighting	Lighting of Ballyshannassy reserve.	\$940,000	CFDI	Area 11 Area 12 Area 13 Area 14
28	Infrastructure	Surrey Dive - Playspace renewal - Neighbourhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$640,000	CFDI	Area 01 Area 02 Area 03 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11
29	Infrastructure	Lighting at Bennettswood Reserve North Oval	Replacement of existing sports field lighting with new poles and lights.	\$450,000	CFDI	Area 08 Area 11 Area 12
30	Infrastructure	Eley Park court	New multi-sport outdoor sport court.	\$396,000	CFDI	Area 11 Area 12 Area 13 Area 14



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
31	Infrastructure	Forest Hill Reserve car park	Car park upgrade and ephemeral wetland for drainage solution. Existing gravel car park that will be reconstructed to a sealed car park.	\$300,000	CFDI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17
32	Infrastructure	Boisdale Street Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 08 Area 11 Area 12
33	Infrastructure	Pickford Paddock (North) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 13 Area 14 Area 15 Area 17
34	Infrastructure	East Burwood Reserve (South) - Playspace renewal - Local	This site is being master planned and the play space may change in scope.	\$240,000	CFDI	Area 14 Area 15
35	Infrastructure	Memorial Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
36	Infrastructure	Springfield Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 02 Area 03 Area 09 Area 10
37	Infrastructure	Kalang Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13
38	Infrastructure	Schwerkolt Cottage - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$240,000	CFDI	Area 05
39	Infrastructure	Edinburgh Patch - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13
40	Infrastructure	Scarborough Park - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 15 Area 17
41	Infrastructure	Bellbird Dell (North) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
42	Infrastructure	Trainor Street Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
43	Infrastructure	Gawler Chain (Central) - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 01 Area 02
44	Infrastructure	Bellbird Dell (South) Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
45	Infrastructure	Terrara Park Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 16 Area 17
46	Infrastructure	Antonio Park Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$240,000	CFDI	Area 04 Area 05
47	Infrastructure	Aqualink Box Hill Outdoor pool shade structure	Works to shade structure.	\$168,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
48	Infrastructure	Lucknow Court Reserve - Playspace renewal - Local	Play space renewal being constructed in July 202.	\$125,000	CFDI	Area 04 Area 05



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
49	Infrastructure	Heatherdale Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
50	Infrastructure	Cootamundra Walk (South East) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process. To be constructed in the 2022/23 financial year.	\$125,000	CFDI	Area 03 Area 04 Area 10
51	Infrastructure	Elmhurst Basin - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10
52	Infrastructure	Walker Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 04 Area 05
53	Infrastructure	Laidlaw Court Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
54	Infrastructure	Murray Drive Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12
55	Infrastructure	Branksome Grove Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10 Area 13
56	Infrastructure	Hunters Knoll - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 10 Area 13
57	Infrastructure	Hurter-Finch Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area 14 Area 15
58	Infrastructure	Ballyshannassy Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12 Area 14
59	Infrastructure	Licola Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 17
60	Infrastructure	Billabong Park (North) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 17
61	Infrastructure	Manniche Avenue Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 01
62	Infrastructure	Halligan Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 02
63	Infrastructure	Willow Street Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 01 Area 02
64	Infrastructure	Surrey Drive Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 07 Area 09
65	Infrastructure	Middlefield Park - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03
66	Infrastructure	Cootamundra Walk (Central) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03 Area 10



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
67	Infrastructure	Casella Hollow - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
68	Infrastructure	Trenham Court Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
69	Infrastructure	Sim Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05
70	Infrastructure	Charles Rooks Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 04 Area 05
71	Infrastructure	Park Close Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 05 Area 16
72	Infrastructure	Russell Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 08
73	Infrastructure	Newbiain Street Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 12 Area 14
74	Infrastructure	Fulton Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13
75	Infrastructure	Eley Park (North) - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area14
76	Infrastructure	Cloverdale Close Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 13 Area 14 Area 15
77	Infrastructure	Norma Road Reserve - Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 15
78	Infrastructure	Ansett Crescent Reserve- Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 14 Area 15 Area 17
79	Infrastructure	Collina Glen Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$125,000	CFDI	Area 03 Area 04 Area 10
80	Infrastructure	Strathdon House car park	New car park on Springvale Road Service Road.	\$120,000	CFDI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 33 Area 14 Area 15 Area 16 Area 17
81	Infrastructure	Whitehorse Reserve play space	Works to play space.	\$75,000	CFDI	Area 07 Area 09 Area 10
82	Infrastructure	Benwerrin Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 14
83	Infrastructure	Mahoneys Reserve - Playspace renewal - Nhood	Play space renewal - design and construction of new equipment for a Neighbourhood Level play space following a community consultation process.	\$70,000	CFDI	Area 13 Area 14 Area 15
84	Infrastructure	Forest Hill Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 15



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
85	Infrastructure	Spark Rise - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 16 Area 17
86	Infrastructure	Beatty Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 06 Area 07
87	Infrastructure	Belmore Road Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 01
88	Infrastructure	Pope Square - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 10
89	Infrastructure	Halley Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 10 Area 13 Area 15
90	Infrastructure	Tainton Road Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 14
91	Infrastructure	Mock Street Reserve - Playspace renewal - Small local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 15
92	Infrastructure	Ballina Terrace Reserve Playspace renewal - Local	Play space renewal - design and construction of new equipment for a Local Level play space following a community consultation process.	\$70,000	CFDI	Area 16 Area 17
93	Infrastructure	Brentford Square Shopping Centre Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 04 Area 05 Area 10 Area 15 Area 16
94	Infrastructure	Cobham Corner Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 05
95	Infrastructure	Roslyn Street Reserve Playspace renewal - Small Local	Play space renewal - design and construction of new equipment for a Small Local Level play space following a community consultation process.	\$70,000	CFDI	Area 12
96	Infrastructure	Streetscape - Box Hill Central Activities Area	Works to Box Hill CAA footpaths, kerb and channel, laneways, street furniture, lighting, signage, landscaping and new street trees.	\$2,930,000	PADI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11
97	Infrastructure	Municipal Paths and Wayfinding	Municipal-wide program of construction of wayfinding assets including: wayfinding - finger signs; wayfinding - finger sign poles; wayfinding - totem; sharrows; footpath widening (metres); off-road path (metres); shared path signs and poles; cyclists dismount signs and poles; bicycle lanterns for POS.	\$965,000	PADI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17
98	Infrastructure	Action 4.1 – Construct physically separated bicycle paths (Box Hill Integrated Transport Strategy Implementation)	New bicycle facilities, on-road or off-road.	\$750,000	PADI	Area 07
99	Infrastructure	Streetscape - Vermont Shopping Centre Stage 2	Upgrade of streetscapes including furniture renewal, garden beds, DDA car parks upgrade and pedestrian calming devices.	\$700,000	PADI	Area 15 Area 16 Area 17
100	Infrastructure	Action 3.2 – Construct new signalised crossings (Box Hill Integrated Transport Strategy Implementation)	One new signalised crossing of Whitehorse Road, near Wellington Road.	\$525,000	PADI	Area 07
101	Infrastructure	Streetscape - Blackburn Station Village Masterplan Implementation	Streetscape Improvements - removal of asphalt pavement and reinstatement with exposed aggregate concrete, new furniture and signage - similar to previous stages.	\$500,000	PADI	Area 10



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
102	Infrastructure	Action 1.1 – Widen footpaths (Box Hill Integrated Transport Strategy Implementation)	Widen footpaths to remove nature strips in busy pedestrian locations.	\$500,000	PADI	Area 07
103	Infrastructure	Intersection Upgrade - Arnold/Nelson (Box Hill Integrated Transport Strategy Implementation)	Intersection upgrade to semi-mountable roundabout with pedestrian crossings.	\$350,000	PADI	Area 07
104	Infrastructure	Action 4.2 - Construct bicycle boulevards / low stress cycling streets (Box Hill Integrated Transport Strategy Implementation)	On-road bicycle facilities.	\$240,000	PADI	Area 07
105	Infrastructure	Roundabout Upgrade - Nelson/Thames (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$180,000	PADI	Area 07
106	Infrastructure	Nelson Rd at Spring St - pedestrian crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$180,000	PADI	Area 07
107	Infrastructure	Action 8.1 – Improve area-wide wayfinding (Box Hill Integrated Transport Strategy Implementation)	Pedestrian wayfinding signage.	\$150,000	PADI	Area 07
108	Infrastructure	Roundabout Upgrade - Thurston/Brougham/O xford/Surrey (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2024/25 roundabout upgrade with bicycle crossing facility.	\$130,000	PADI	Area 07
109	Infrastructure	Roundabout Upgrade - Nelson/Severn (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$125,000	PADI	Area 07
110	Infrastructure	Roundabout Upgrade - Carrington/Thurston (Box Hill Integrated Transport Strategy Implementation)	Roundabout upgrade to include pedestrian crossings.	\$105,000	PADI	Area 07
111	Infrastructure	Action 2.1 – Upgrade footpaths to meet DDA requirements, where possible (Box Hill Integrated Transport Strategy Implementation)	Upgrade pram crossings and paths.	\$100,000	PADI	Area 07
112	Infrastructure	Action 15.1 – Create parklets (Box Hill Integrated Transport Strategy Implementation)	Create better activation of the street in Box Hill by creating parklets and installing them in on-street carparking bays.	\$100,000	PADI	Area 07
113	Infrastructure	Rutland Rd - pedestrian crossing near William (Zebra) (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
114	Infrastructure	Prospect St at Young St- Pedestrian crossing (Zebra or wombat) (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2022/23 new pedestrian crossing.	\$65,000	PADI	Area 07
115	Infrastructure	Glenmore St at linear park- Pedestrian Crossing (Box Hill Integrated Transport	New pedestrian crossing.	\$65,000	PADI	Area 07



Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
		Strategy Implementation)				
116	Infrastructure	William St at linear park - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
117	Infrastructure	Thames St at Box Hill Gardens entrance - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
118	Infrastructure	Wellington Rd - midblock Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	New pedestrian crossing.	\$65,000	PADI	Area 07
119	Infrastructure	Action 6.1 – Revitalise laneways (Box Hill Integrated Transport Strategy Implementation)	Improvements to laneways, including activation.	\$50,000	PADI	Area 07
120	Infrastructure	Action 7.2 – Improve public end-of-trip facility provision, i.e. Bike Parking (Box Hill Integrated Transport Strategy Implementation)	Bike parking to be implemented.	\$18,000	PADI	Area 07
121	Infrastructure	Reconstruction Wellington Road, Box Hill	Road reconstruction - replacement of kerbs and pavement and drainage improvements.	\$800,000	RDDI	Area 07
122	Infrastructure	Reconstruction Windsor Crescent, Surrey Hills	Road reconstruction - replacement of kerbs, drainage improvements and new asphalt surface.	\$600,000	RDDI	Area 06 Area 08
123	Infrastructure	Reconstruction Monash Street, Box Hill South – (between Piedmont St to Naples St) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace concrete kerbs, crossings, new drainage and new asphalt surface.	\$231,000	RDDI	Area 11
124	Infrastructure	Raised Threshold Treatment - Station/Oxford (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2022/23 raised threshold treatment.	\$160,000	RDDI	Area 07
125	Infrastructure	Raised Threshold Treatment - Station/Ashted (Box Hill Integrated Transport Strategy Implementation)	Design underway to construct in 2025/26 raised threshold treatment.	\$160,000	RDDI	Area 07
126	Infrastructure	Alwyn Street, Mitcham, Traffic Improvements	Alwyn St traffic improvements project: provision of traffic treatments for Alwyn St, Mitcham (speed humps and road narrowing treatment).	\$150,000	RDDI	Area 05
127	Infrastructure	Reconstruction Watts St / Court St Laneway – (11 Court Street to Thames St) – cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace concrete laneway pavement and new drainage.	\$133,000	RDDI	Area 09
128	Infrastructure	Action 16.1 – Provide area-wide parking wayfinding (Box Hill Integrated Transport Strategy Implementation)	Improving parking wayfinding to reduce the amount of circulating that people can do to find a carpark.	\$100,000	RDDI	Area 07



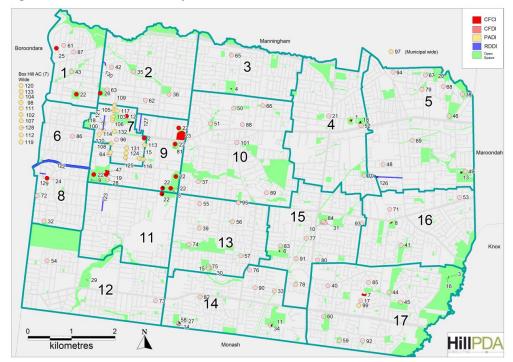
Project Number	Project Category	Project Name	Description	Estimated Cost	Project Type*	Main Catchment Area (MCA)
129	Infrastructure	Reconstruction Sydenham Lane, Surrey Hills – (Valonia Ave to Beatrice Ave) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace bluestone pitcher pavement.	\$98,000	RDDI	Area 08
130	Infrastructure	Reconstruction Kerr Lane, Box Hill North – (Woodhouse Gve to Station St) - cost estimate after removal of Roads to Recovery funding of 55.7%	Road reconstruction - remove and replace bluestone kerbs, crossings, new drainage and new asphalt surface.	\$74,000	RDDI	Area 02
131	Infrastructure	Raised Threshold Treatment - Station/Cambridge (Box Hill Integrated Transport Strategy Implementation)	Raised threshold treatment.	\$65,000	RDDI	Area 07
132	Infrastructure	Raised Threshold Treatment - Whitehorse/Shipley (Box Hill Integrated Transport Strategy Implementation)	Raised threshold treatment.	\$65,000	RDDI	Area 07
133	Infrastructure	Action 13.2 – Undertake area-wide speed limit reductions (installation of speed limit signs) (Box Hill Integrated Transport Strategy Implementation)	Area wide speed reductions to be implemented.	\$50,000	RDDI	Area 07

^{*} Note:

- CFCI = Community facility projects under the Community Infrastructure Levy
- CFDI = Community facility projects under the Development Infrastructure Levy
- PADI = Path (streetscape) projects under the Development Infrastructure Levy
- RDDI = Road projects under the Development Infrastructure Levy









6.0 DCP LEVIES AND SUMMARY

6.1 Levy Calculation Method

The levy calculation method adopted for this DCP is the same as the approach shown in the DCP Guidelines 2007. This is summarised as follows:

- List the infrastructure projects and costs included in the development contributions plan (see Section 5 of this DCP)
- Identify the main catchment area for each infrastructure project (see Section 5 of this DCP)
- Quantify development in each main catchment area (see Section 4 of this DCP)
- Where necessary, make an allowance for external demand for infrastructure by adjusting the cost attributable to the development contributions plan down in line with external demand (see below for more information)
- Where necessary, convert the development into common demand units to quantify the total demand for infrastructure (see below for more information)
- Calculate the infrastructure levy payable for each infrastructure project by dividing the development contribution plan cost of the infrastructure project by the total number of demand units in the DCP area
- Calculate the total levies in each charge area (showing Community Infrastructure Levy and Development Infrastructure Levy classifications for residential development).

Appendix 4 shows the demand unit data used in the DCP calculations and Appendix 5 shows the levy calculations for each infrastructure project.

6.2 Nexus Principles

The standard development type to infrastructure type nexus principles as set out in the Guidelines are applied in this DCP, whereby:

- Residential development is deemed to use all of the infrastructure projects in this DCP
- Non-residential development is deemed to use only two of the infrastructure categories in this DCP, namely Path (PADI) and Road (RDDI). Non-residential development is deemed not to use community infrastructure at all.

6.3 Equivalence Ratios and Total Demand Units

The common demand unit selected for this DCP is one dwelling.

The non-residential development floorspace data has been converted into the equivalent of one dwelling for roads and paths.

Community facilities are linked to only residential development and do not require consideration of non-residential development data or the use of equivalence ratios.



The equivalence ratios (that are applied to gross floorspace of non-residential development) for road and path infrastructure projects are shown in Appendix 4, together with the total number of calculated demand units.

6.4 External Demand Allowance

To estimate a reasonable share of use in a development contributions plan, the Guidelines state that consideration of infrastructure use from outside the main catchment area of a project - or outside the timeline of a DCP - should be considered, and where necessary factored into DCP calculations.

Whilst the nominated main catchment area is assessed as the primary demand generator of an infrastructure project, it is acknowledged that other demand or use may occur. As such, a nominal flat-rate external demand allowance of 5% has been adopted for this DCP, to reflect the principle of external demand and share of use. Application of a 5% external demand allowance is consistent with practice adopted in recently approved DCPs.

This allowance generates a funding gap for Council. This is in addition to a funding gap generated by existing development (which is included in the cost apportionment calculations but is not levied).

6.5 DCP Levies

The DCP levies generated under this DCP are set out in Table 5 and Table 6. Table 5 specifies the Development Infrastructure Levy and the Community Infrastructure Levy for residential development. Table 6 specifies the Development Infrastructure Levy for retail, commercial and industrial development. The Community Infrastructure Levy does not apply to non-residential development.

Table 5: Residential Levies (July 2022\$)

AREA		LEVIES PAYAB	LEVIES PAYABLE BY RESIDENTIAL DEVELOPMENT			
Charge Area Number and Name		Development Infrastructure	Community Infrastructure	All Infrastructure		
		Per Dwelling	Per Dwelling	Per Dwelling		
Area 01	Mont Albert North	\$745	\$1,253	\$1,998		
Area 02	Box Hill North	\$717	\$1,253	\$1,970		
Area 03	Blackburn North	\$100	\$1,167	\$1,267		
Area 04	Nunawading	\$69	\$743	\$811		
Area 05	Mitcham	\$163	\$1,042	\$1,206		
Area 06	Mont Albert	\$669	\$1,253	\$1,922		
Area 07	Box Hill Activity Centre	\$847	\$1,253	\$2,100		
Area 08	Surrey Hills	\$802	\$1,253	\$2,055		
Area 09	Box Hill Balance	\$644	\$1,253	\$1,897		
Area 10	Blackburn	\$175	\$1,253	\$1,428		
Area 11	Box Hill South	\$728	\$1,253	\$1,981		



AREA		LEVIES PAYABLE BY RESIDENTIAL DEVELOPMENT			
Charge Area Number and Name		Development Infrastructure	Community Infrastructure	All Infrastructure	
		Per Dwelling	Per Dwelling	Per Dwelling	
Area 12	Burwood	\$165	\$737	\$902	
Area 13	Blackburn South	\$192	\$1,253	\$1,445	
Area 14	Burwood East	\$233	\$1,253	\$1,486	
Area 15 Forest Hill		\$241	\$1,253	\$1,494	
Area 16	Vermont	\$224	\$1,253	\$1,477	
Area 17	Area 17 Vermont South		\$1,253	\$1,532	

Table 6: Non-Residential Levies (July 2022\$)

AREA		LEVIES PAYABLE BY NON-RESIDENTIAL DEVELOPMENT			
		Retail	Commercial	Industrial	
Charge Area Number and Name		Per Square Metre (SQM) of Floorspace	Per Square Metre (SQM) of Floorspace	Per Square Metre (SQM) of Floorspace	
Area 01	Mont Albert North	\$0.90	\$1.35	\$0.14	
Area 02	Box Hill North	\$1.44	\$1.44	\$0.29	
Area 03	Blackburn North	\$0.09	\$0.13	\$0.01	
Area 04	Nunawading	\$0.09	\$0.13	\$0.01	
Area 05	Mitcham	\$0.54	\$0.21	\$0.14	
Area 06	Mont Albert	\$5.72	\$2.11	\$1.50	
Area 07	Box Hill Activity Centre	\$7.03	\$5.73	\$1.53	
Area 08	Surrey Hills	\$7.53	\$2.39	\$2.02	
Area 09	Box Hill Balance	\$2.35	\$1.58	\$0.55	
Area 10	Blackburn	\$0.62	\$0.92	\$0.09	
Area 11	Box Hill South	\$2.10	\$1.54	\$0.48	
Area 12	Burwood	\$0.09	\$0.13	\$0.01	
Area 13	Blackburn South	\$0.09	\$0.13	\$0.01	
Area 14	Burwood East	\$0.09	\$0.13	\$0.01	
Area 15	Forest Hill	\$0.50	\$0.75	\$0.07	
Area 16	Vermont	\$0.50	\$0.75	\$0.07	
Area 17	Vermont South	\$0.50	\$0.75	\$0.07	

The levy table shows the calculated levy for all land uses based on full development data at the year 2042. The calculated levies are shown regardless of whether additional growth is expected or not of a particular development type in an area. The levy table enables Council to use the most appropriate levy for development if it occurs. Actual development conditions in the future are likely to vary to some extent compared to the projections shown in this DCP.



6.6 Indexation of DCP Levies

The levies set out in this DCP are current as at 1 July 2022.

Where the DCP provides for a Community Infrastructure Levy of \$1,253, the Collecting Agency will charge the Maximum Dwelling Amount determined in accordance with section 46L(3) of the Act. Where the DCP provides for a Community Infrastructure Levy of less than \$1,253, that amount will be adjusted annually on the 1st of July each year (or first practical date thereafter) in accordance with section 46LA of the Act.

The Development Infrastructure Levy will be adjusted annually on the 1st of July each year (or first practical date thereafter) by using the Consumer Price Index for Melbourne (All Groups) as published by the Australian Bureau of Statistics.

All adjustments will occur and take effect from 1 July in the financial year in which the adjustment is made.

6.7 Summary of DCP

The following table provides a summary of the anticipated DCP performance over the nominal 2022 to 2042 period. This is based on development estimates used in this DCP and suggests a collection rate of approximately 15% of the total cost of the infrastructure projects is expected. The balance of the DCP project cost (85%) will need to be funded by Council rates and other funding sources.

DCP levy income would be in the order of \$43.7 million (or 21% of total cost) for the listed projects if the statutory Community Infrastructure Levy cap did not apply.

Table 7: DCP Summary

Facility Type and Code	Total Cost	Time of Provision	Actual Cost Contribution Attributed to New Development	Proportion of Cost Attributed to New Development
Community Facility CFCI	\$170,164,000	2022-2042	\$21,734,867	13%
Community Facility CFDI	\$29,717,000	2022-2042	\$6,319,069	21%
Path PADI	\$8,988,000	2022-2042	\$2,520,254	28%
Road RDDI	\$2,686,000	2022-2042	\$690,395	26%
Total	\$211,555,000		\$31,264,586	15%

Note:

- CFCI = Community facility projects under the Community Infrastructure Levy
- CFDI = Community facility projects under the Development Infrastructure Levy
- PADI = Path (streetscape) projects under the Development Infrastructure Levy
- RDDI = Road projects under the Development Infrastructure Levy



7.0 DCP ADMINISTRATION

7.1 Collecting Agency and Development Agency

Whitehorse City Council is Collecting Agency for all infrastructure projects in this DCP.

Whitehorse City Council is Development Agency for all infrastructure projects in this DCP.

7.2 Liability for Development Contributions

The main development types identified in the DCP are Residential, Retail, Commercial and Industrial. Commercial refers to office or other commercial uses.

Additional information on demand unit and land use definitions is provided in Appendix 1.

For development that does not fall within one of the four development types set out in this DCP, the development contribution that applies to Commercial development will apply in default unless the Collection Agency agrees in writing to a different development type.

7.3 Payment of Development Contributions

Method of Payment

Payment of development contributions is to be made in cash except as otherwise provided for in this DCP.

The Collecting Agency may accept, at its discretion, the provision of land, works, services or facilities as set out in this DCP in part or full satisfaction of the amount of levy payable.

Basis for Payment

Each net additional demand unit must pay the DCP levy (unless an exemption applies).

Payment of the Development Infrastructure Levy

Payment of the Development Infrastructure Levy must be made as follows:

- Where the planning permit provides for the subdivision of the land the Development Infrastructure Levy must be paid not more than 21 days prior to the issue of a statement of compliance for the approved subdivision or any stage of that subdivision, or
- Where the planning permit does not provide for the subdivision of the land the Development Infrastructure Levy must be paid not more than 21 days prior to the issue of a building permit under the Building Act, 1993, or
- Where no planning permit is required, the Development Infrastructure Levy must be paid prior to issue of a building permit under the Building Act, 1993.

Payment of the Community Infrastructure Levy

Payment of the Community Infrastructure Levy is to be made prior to issue of a building permit being issued under the *Building Act*, 1993.



Deferral of Payment

The Collecting Agency may, at its discretion, agree for payment of either levy to be deferred to a later date or milestone, subject to the owner of the land to which the levy relates entering into an agreement under section 173 of the *Planning and Environment Act, 1987*, to pay the levy at the alternative date or milestone.

7.4 Charge Areas

The Charge Areas for this DCP are the 17 areas as shown in Figure 1 of this DCP.

7.5 Exemptions

The following development is exempt from the requirement to pay any development contribution under this DCP:

- Land developed for a non-government school, as defined in the Ministerial Direction on the Preparation and Content of Development Contributions Plans dated 11 October 2016.
- Land developed for housing by or for the Department of Health and Human Services, as defined in Ministerial Direction on the Preparation and Content of Development Contributions Plans dated 11 October 2016.
- Social housing delivered by or for registered agencies as defined under the Housing Act 1983.
- Alterations and additions to an existing dwelling.
- Outbuildings normal to an existing dwelling and fences.
- Demolition of a dwelling followed by construction of a replacement dwelling on the same land. The exemption applies to the number of dwellings demolished and does not apply to any additional dwelling(s).
- Reinstatement of a dwelling which has been unintentionally damaged or destroyed.
- Construction of dwellings that replace previously demolished dwellings on a lot, that is vacant at the gazettal date of Amendment C241whse, and remains vacant for no longer than two years from the gazettal date of Amendment C241whse. The exemption applies to the number of dwellings on the lot that replace an equal number of dwellings demolished before the gazettal date of Amendment C241whse and does not apply to the construction of any additional dwellings on the lot.
- A single Dependent Person's Unit associated with one dwelling on the same land.
- Buildings and facilities developed by the Whitehorse City Council for Council or community use.
- Servicing infrastructure constructed by a utility authority.
- The construction of a building or carrying out of works or a subdivision that does not generate a net increase in demand units.
- Land which is subject to an agreement under section 173 of the Planning and Environment Act, 1987 that makes provision for the payment of infrastructure



contributions either in cash or the provision of works services or facilities and which expressly excludes the levying of any further development contributions under an approved development contributions plan.

7.6 Funding the Gap

The funds received from contributions under this DCP will fund part of the infrastructure projects identified in the DCP. Council will source funds to cover the balance of the costs required to construct the items of infrastructure through other mechanisms.

7.7 Annual Reporting

The Collecting Agency must provide for regular monitoring and reporting of the DCP in accordance with Ministerial Direction on the Reporting Requirements for Development Contributions Plans of 11 October 2016.

Appendix 6 of this DCP shows the template reporting tables.

7.8 DCP Review

The DCP should be reviewed on a regular basis (such as every four years) to ensure the information in this DCP is reasonably consistent with estimates of future development and project needs and costs. However, it should be expected that future conditions will to some extent depart from the estimates generated for the DCP to some extent.

Where it is found that the DCP estimates and assumptions significantly depart from the conditions, a more comprehensive review of the DCP may be required.

7.9 DCP Projects and Unspent Funds

Should the Development Agency determine to not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be dealt with in the manner required under section 46Q of the Act. This means that unspent funds must either be:

- Used for the provision of other infrastructure as approved by the Minister responsible for the Act, or
- Refunded to current owners of land in the DCP area.

10.1 - ATTACHMENT 3. Whitehorse Development Contributions Plan (Whitehorse City Council, **APPENDICES**



APPENDIX 1: DEVELOPMENT DEFINITIONS

Dwelling Unit

A dwelling unit in this DCP has the same meaning as in Section 46H of the Act:

"dwelling" means a building that is used, or is intended, adapted or designed for use, as a separate residence, (including kitchen, bathroom and sanitary facilities) for an occupier who has a right to the exclusive use of it but does not include

(a) a building that is attached to a shop, office, warehouse or factory and is used, or is intended, adapted or designed for use, as a residence for an occupier or caretaker of the shop, office, warehouse or factory ..."

Gross Floor Area (Floorspace)

Gross floor area has the same meaning as in the Whitehorse Planning Scheme namely:

The total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.

Residential

Residential or residential development means the development of land for one or more Dwelling Units and also includes development for the following land uses:

- Dependent person's unit (within Accommodation Group)
- Dwelling (within Accommodation Group)
- Caretaker's house (within Accommodation Group)
- Rooming house (within Accommodation Group)
- Residential building (within Accommodation Group)
- Residential aged care facility (within Accommodation Group)
- Residential village (within Accommodation Group)
- Retirement village (within Accommodation Group)
- Display home (within Land Use Terms That Are Not Nested).

Retail

Retail or retail development means development in respect of the land uses which are nested in the following categories in the nesting diagrams:

- Retail Premises Group (all land use types within)
- Retail Premises Group (Sub-Group of Shop) (all land use types within the sub-group).



Commercial

Commercial or commercial development means development in respect of the following land uses in the nesting diagrams:

- Camping and caravan park (within Accommodation Group)
- Corrective institution (within Accommodation Group)
- Bed and breakfast (within Accommodation Group)
- Group accommodation (within Accommodation Group)
- Host farm (within Accommodation Group)
- Backpackers' lodge (within Accommodation Group)
- Hostel (within Accommodation Group)
- Residential aged care facility (within Accommodation Group)
- Nursing home (within Accommodation Group)
- Residential college (within Accommodation Group)
- Residential hotel (within Accommodation Group)
- Motel (within Accommodation Group)
- Office Group (all definitions within this group)
- Place of Assembly Group (all definitions within this group)
- Education Centre Group (all definitions within this group)
- Leisure and Recreation Group (all definitions within this group)
- Child Care Centre Group (all definitions within this group)
- Marina (within Recreational Boat Facility Group)
- Land Use Terms That Are Not Nested (all definitions within this group apart from Display home- and Home-based business).

Industrial

Industrial or industrial development means development in respect of land uses the following categories in the nesting diagram:

- Industry Group (all definitions within this group)
- Transport Terminal Group (all definitions within this group)
- Warehouse Group (all definitions within this group)
- Renewable Energy Group (all definitions within this group)
- Agriculture Group (all definitions within this group)
- Earth And Energy Resources Group (all definitions within this group)
- Utility Installation Group (all definitions within this group)



• Recreational Boat Facility Group (all definitions within this group apart from Marina).

Non-residential development

Non-residential development (i.e. retail, commercial and industrial development) will be levied (unless exempt) on the basis of gross floor area.

Works and development that do not deliver gross floor area will not be levied. For example, infrastructure assets like power poles, sub-stations, telecommunications facility, retaining basin, energy facility and other installations are not subject to DCP levies.



APPENDIX 2: POLICY DETAILS

A summary of policy and strategy documents which has been reviewed and that has informed the preparation of this DCP is provided below.

Whitehorse 2040 Community Vision

The City of Whitehorse has updated its community vision for 2040. This is based on consultation with the Whitehorse community, including residents, workers and visitors. The 2040 Community Vision will be used to help shape the City's future.

Our Whitehorse 2040 Community Vision is as follows:

- Whitehorse is a resilient community where everyone belongs.
- We are active citizens who value our natural environment, history and diversity.
- We embrace sustainability and innovation.
- We are dynamic. We learn, grow and thrive.

The vision has the following themes and priority areas:

- Diverse and Inclusive Community
- Movement and Public Spaces
- Innovation and Creativity
- Employment, Education and Skill Development
- Sustainable Climate and Environmental Care
- Whitehorse is an Empowered Collaborative Community
- Health and Wellbeing.
- Governance and Leadership

Whitehorse Council Plan 2021-2025

The Council Plan 2021-2025 details what Council will deliver to the community and how it will be done and measured. The Plan responds to the Whitehorse 2040 Community Vision.

The Plan seeks to ensure that Whitehorse continues to be a healthy, prosperous and sustainable community supported by strong leadership and community partnerships.

Over the next four years Council will:

- Focus on strategic directions in the Whitehorse 2040 Community Vision
- Implement the Transformation Program and Transformation Strategy
- Deliver redevelopment of:
 - Sportlink
 - Whitehorse Performing Arts Centre



- Morack Golf Course
- Implement the Gender Equality Act
- Develop the Municipal Public Health and Wellbeing Plan sub plans, with a focus on:
 - Disability
 - Diversity
 - Healthy Ageing
 - Early Years
 - Youth.

Planning Scheme and Municipal Strategic Statement (MSS)

The new Planning Policy Framework (PPF) was introduced into the Victoria Planning Provisions (VPP) and all Victorian planning schemes through the gazettal of amendment VC148 on 31 July 2018. The translation of the Whitehorse Local Planning Policy Framework is in progress. In the interim the scheme operates with the State section in the PPF format and the Local Policy in the MSS format.

The MSS reinforces the key themes in the Council Plan. The Municipal Strategic Statement concentrates on the key land use issues identified at Clause 21.02 of the Whitehorse Planning Scheme.

With respect to development contributions, the Whitehorse Planning Scheme clause 19.03-15 contains the following:

- "Objective
 - To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.
- Strategies
 - Prepare development contributions plans and infrastructure contributions plans, under the Planning and Environment Act 1987, to manage contributions towards infrastructure.
 - Collect development contributions on the basis of approved development and infrastructure contributions plans.
 - Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure."

Whitehorse Planning Scheme Clause 21.08 Infrastructure contains the following under Strategies:

"Obtaining developer contributions toward cumulative infrastructure needs to which the development will add further demand."

The following is stated under further strategic work:



 "Investigate appropriate tools and locations for requiring Development Contributions across the municipality."

Plan Melbourne

Plan Melbourne is the metropolitan planning strategy. It identifies areas of state significance and areas of local significance. Planning for areas identified as being of state significance will be led by the Victorian Planning Authority in partnership with local government. Areas of local significance will continue to be managed by local government.

Whitehorse forms part of the eastern region in Plan Melbourne, and is noted to have activity centres, employment areas, community facilities and transport corridors.

Whitehorse is generally identified as a middle urban municipality with Box Hill identified as a health and education precinct as well as a metropolitan activity centre undergoing major change.

The municipality also accommodates the Deakin University education precinct, Nunawading Major Activity Centre along Whitehorse Road, Burwood Heights Major Activity Centre including the 20 hectare 'former brickworks' strategic redevelopment site, Forest Hill Major Activity Centre and Tally Ho Major Activity Centre.

The focus of growth and change is expected to be within the municipality's activity centres and employment clusters.

Recent Major Transport Projects

While not specifically identified in Plan Melbourne, the Suburban Rail Loop, Level Crossing Removals and North East Link Project are all major transport projects affecting Whitehorse.

Affordable Housing Policy 2010

The purpose of this policy is to clearly articulate the things Whitehorse City Council is doing, will do, or will consider doing, to support affordable housing within the municipality.

The policy is an internal policy. It has been developed in consultation with councillors and officers. It builds on the approach established in the City of Whitehorse Affordable and Social Housing Policy 2002. It also reflects the work Council has undertaken since the 2002 policy was adopted. The updated policy will provide direction to officers and explicitly state how Council will support affordable housing into the future.

Arts and Culture Strategy 2014-2022

The purpose of the Arts & Cultural Strategy is to achieve:

- A research driven strategic Arts & Cultural Plan for Council that delivers organisational goals and incorporates the needs and aspirations of the broader community; and
- Outcomes that would influence planning and policy across a wide range of Council Departments rather than it being a stand-alone Arts & Cultural Strategy.



The vision of the Strategy is to be a creative community that is vibrant, diverse and engaged through arts, culture and heritage. The strategy identified two major themes as priorities for Arts & Culture in Whitehorse:

- Arts & Cultural Facilities and Programs; and
- Community Cultural Development.

The strategy includes an action plan that include improvements to Council facilities and venues.

Asset Management Policy 2017

The purpose of this policy is to outline what is required at the City of Whitehorse (Council) to ensure comprehensive and effective asset management practices are developed and utilised across all asset classes. This policy is linked with the Asset Management Strategy.

This Policy applies to all assets owned, controlled, managed and/or maintained by Council.

Amongst other things the objectives of this policy are:

- To ensure sustainable management of assets by applying Best Appropriate Practice in Asset Management including the use of suitable asset management systems as applied to the different asset classes.
- To give priority to asset renewal (including upgrade as appropriate) when making capital investment decisions thereby ensuring Council's existing assets are properly managed to provide acceptable levels of service.
- To adopt a life-cycle asset management approach, incorporating life cycle costing into capital investment decisions.
- To continue to maintain an integrated Asset Management System to ensure a common asset data set is available for strategic, operational and financial reporting purposes.
- To progressively align Council's Asset Management Practices with the International Asset Management Standards; ISO55000, ISO55001, ISO55002, the National Asset Management Assessment Framework and the Municipal Association of Victoria's STEP Program.

Box Hill Activity Centre Transit City Structure Plan 2007

Box Hill is the main activity centre in Whitehorse. It provides retail, education, civic, medical, community service, entertainment and recreational opportunities for the regional population, as well as a hub for local community activities. It is strategically located along the Melbourne to Lilydale and Belgrave rail line, Whitehorse Road and the 109 tram route, which jointly form the spine of an area of intensive economic activity that extends through Melbourne's eastern suburbs.

The strategy addresses the following issues:

 Providing clarity as to the expectations of appropriate development within the Activity Centre, to facilitate the development process.



- Improving infrastructure and services to enable intensive development and to support new activities within the public realm – transforming a place created to support 'suburban' activity into one that supports 'urban' activity.
- Managing transitions between existing low-density uses that will remain for the foreseeable future and areas of higher-density new development; and managing the evolution over time of a new character in areas where existing low-density uses will sit amongst high-density development over a transitional period.

The plan proposes a number of actions to manage change including property acquisition and public projects.

Box Hill Central Activities Area Car Parking Strategy 2014

Box Hill caters for a mix of retail, commercial, residential, medical, education, transport and community uses and is guided by The Box Hill Transit City Activity Centre Structure Plan (2007). The Structure Plan seeks to ensure coordination in the development and enhancement of the centre by Council, stakeholders and the community up to the year 2030.

One of the key objectives of the Structure Plan was to promote the use of sustainable transport options over the private motor vehicle. As part of this process, a car parking strategy has been prepared to effectively manage existing and future car parking conditions providing for worker, shopper and visitor needs, and determine the extent to which Box Hill can support sustainable and economic growth.

Specifically, this study:

- Establishes the existing car parking characteristics of the area.
- Identifies shortfalls in existing short term, long term, on-street and off-street parking provisions and develop strategies to address the identified shortfall(s).
- Establishes the future demand for parking spaces and develop strategies to meet this demand.
- Establishes the 'tools' available to manage existing and future parking demands and their impacts on the surrounding areas.
- Determines which parking strategies and mechanisms are appropriate to be adopted for Box Hill (it recommended a parking overlay with reduced rates but not a cash in lieu scheme).

The Strategy makes 38 recommendations including the application of a Parking Overlay and changes to road configurations and active transport projects.

Box Hill Infrastructure Contributions Plan (Stage 1) Scoping Study, August 2017

This report addresses Stage One of the project which investigates and analyses gaps in information relevant to implementing a development contribution mechanism as well as identifying any gaps in infrastructure, namely community and transport infrastructure, public open space, and the public realm.

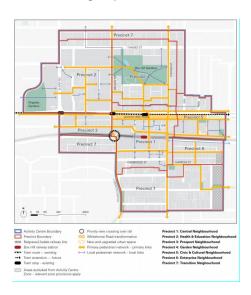


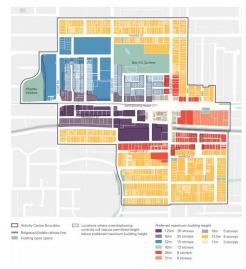
The study recommends Council investigate the application of an ICP to the Box Hill MAC with the fallback position of implementing a DCP if ICPs are not introduced to established areas.

Box Hill Metropolitan Activity Centre to 2036 Draft Structure Plan 2020

The revised Structure Plan aims to reconcile the significant forecast growth in population, housing and employment with the necessary underpinning amenity, character, connectivity and resilience to support Box Hill's role as the pre-eminent urban centre for Melbourne's east.

The Draft Structure Plan establishes a preliminary catalogue of landscaping and urban design projects for the centre, plus land use and built form controls for an eventual planning scheme amendment. Maps of the urban design framework and preferred building heights are shown in the following maps.





Box Hill Metropolitan Activity Centre Community Infrastructure Plan 2021 Draft in Progress

This strategic project is a draft in progress and may provide research which is of value to infrastructure project justification. Topics under investigation include:

- Libraries
- Meeting places
- Neighbourhood houses
- Scout halls
- Performing arts and cultural centres
- Early years, youth and aged care facilities;
- Sport, leisure and active recreation facilities
- Education
- Emergency and health.



Box Hill Open Space Strategy Review 2019 Draft

In 2007 Council prepared the Whitehorse Open Space Strategy (WOSS). Since its preparation, a number of proposed initiatives for Box Hill have been completed and the demand for open space has increased. The population projections relied on in the WOSS have been exceeded and there are updated worker and resident population growth forecasts for the Box Hill Metropolitan Activity Centre (MAC) that indicate a substantial increase over the next 15 to 20 years.

In order to guide the development of an Infrastructure Contributions Plan (ICP) for the MAC this project was commissioned to update the open space needs for the Box Hill area only. Council has confirmed that the WOSS will continue to guide the provision, design and management of open space for the remainder of the municipality outside of Box Hill and the Box Hill MAC.

As noted in the project brief, the study aims to:

- Review the policy and strategy context for open space in Box Hill.
- Update the Whitehorse Open Space Strategy as it relates to the suburb of Box Hill.
- Identify shortfalls in the open space network for both current and future needs and recommend improvements.

The review makes a number of recommendations on additional open space and improvements to the public realm.

Box Hill Public Open Space Contribution Report 2020 Draft

This report assesses an appropriate public open space contribution rate for Box Hill, based on the Box Hill Open Space Strategy Review.

The review considered precincts within the study calculated a 10.8% rate for the Box Hill MAC and a 9.8% rate for the balance of the Box Hill suburb. An alternative option is to apply a single rate of 10.7% to the Box Hill suburb including the Box Hill MAC.

The recommended rates are higher than the 4%+ rate that is in the schedule to clause 53.01 of the planning scheme because of high demand for open space and the high value of land acquisition for new open space that is recommended to be provided for the suburb.

Box Hill Urban Realm Treatment Guidelines 2020

The Box Hill Urban Realm Treatment Guidelines defines the preferred design framework and standard of quality, style and application of public realm elements within the Box Hill MAC. It is intended to direct a more consistent urban character, whilst defining a program unique to Box Hill and its character.

The guidelines define a series of palettes and standards for development in the public realm.



Box Hill MAC Integrated Transport Strategy 2020

The Integrated Transport Strategy (ITS) establishes a holistic approach for developing solutions to transport challenges within the Box Hill MAC. It establishes a program of transport infrastructure and policy upgrades aimed at delivering an efficient and sustainable transport future that aligns with Council and State Government's objectives.

The ITS provides a transport vision statement for the Box Hill MAC, which corresponds with the overall liveability goals for the community, focusing on environmental and economic sustainability, equity and safety to guide the future development of local transport.

The ITS recognises that conventional means of addressing transport issues — with its overwhelming reliance on private vehicles and parking — will not be capable of absorbing the expected rise in travel demand in the coming decades.

The ITS includes an action plan dealing with:

- Walking and cycling infrastructure
- Public transport
- Traffic and parking management
- Travel behaviour
- Technology and emerging trends.

The ITS includes an implementation plan which includes a list of transport projects and timeframes.

Burwood Heights Activity Centre Structure Plan 2006

The Burwood Heights Activity Centre has been designated as a Major Activity Centre and covers an area that is generally around the intersection of Burwood Highway and Middleborough Road, Burwood.

The structure plan developed the following vision:

- "Burwood Heights will evolve as an inclusive and vibrant Activity Centre that reinforces the existing sense of community and neighbourhood spirit. It will comprise a wide mix of uses that complement the role and function of other Activity Centres in the region and the range of services currently available in the existing centre.
- Burwood Heights will be easy to get to by public transport and will be easy and comfortable to move through via well defined, designed and active walking and cycling networks.
- The centre will integrate and respect the character and amenity of its surrounds. It will embrace the topographical, physical and environmental features of the locality and develop as an attractive and memorable place that integrates strong built form and landscape elements."



The key redevelopment site in the area is the Burwood Brickworks site which is central to Burwood Heights growing as a MAC. The structure plan is based on a set of key strategic principles that relate to:

- Role and function
- Movement
- Form
- Open space and environment
- Residential surrounds
- Facilitation and development.

The Strategy includes an implementation plan including infrastructure improvements.

Burwood Village Neighbourhood Activity Centre 2008

The Burwood Village NAC is an area centred around the intersection of Burwood Highway (east-west) and Warrigal Road (north-south). Warrigal Road also forms the boundary between the City of Whitehorse in the area east of Warrigal Road and the City of Boroondara to the west. The purpose of the study is to respond to changing trends and demands in the area by:

- Ensuring that land use and redevelopment are appropriate to the role of the centre.
- Ensuring that the centre responds to the needs of the community.
- Maintaining and enhancing the role of the neighbourhood activity centre as a community focus.
- Providing the principles and guidelines to improve the appearance and amenity of the neighbourhood activity centre.

The study contains an action plan that recommends streetscape improvements.

City of Whitehorse Budget 2020-2021

This 2020-2021 budget has been guided by the priorities outlined in the Council Vision 2013-2023, Council Plan 2017-2021 and other major strategies and plans. In 2020/21, Council will deliver on the final year of its current four year Council Plan. The budget is also informed by community feedback which has been accumulated through various consultations held as part of the development and review of key Council strategies and plans, the annual community satisfaction survey, from budget submissions received in previous years, and by a Mayoral budget consultation event held in February 2020. The budget outlines the services, initiatives and the significant Capital Works Program that Council plans to deliver in 2020/21 and the funding and resources required. Key highlights for 2020/21 include:

- \$162 million for the continued delivery of services to the community.
- A \$62 million Capital Works Program.



City of Whitehorse Budget 2021-2022

The \$219 million budget outlines the services, initiatives and the significant Capital Works Program that Council plans to deliver in 2021/22 and the funding and resources required. Some highlights follow.

- \$171 million for the continued delivery of a wide range of services to the community including sustainability, waste and recycling, home and community services, recreation and leisure, health and family services, arts and cultural services, libraries and maintenance of sports fields, parks and gardens, footpaths, drains and roads.
- \$78 million Capital Works Program including \$18.01 million to continue the Whitehorse Performing Arts Centre redevelopment, \$6.54 million for the Morack Golf Course Pavilion, Driving Range and Mini Golf Facility, \$6.23 million for the refurbishment of Heatherdale Reserve Pavilion and \$1.80 million for the replacement of the Main Street bridge in Blackburn.
- \$6.18 million for new operational initiatives including \$3.57 million to commence implementation of Council's IT strategy and a new Enterprise Resource Planning System, \$2.10 million for the Waste Service Charge initiative and \$0.15 million to commence preparations for the food organics and garden organics (FOGO) service which is planned commence in 2022/23 and \$0.15 to commence preparation of the Whitehorse Open Space Strategy 2022-2037.

City of Whitehorse Budget 2022-2023

Council endorsed the budget for 2022-2023 at its meeting on 26 April 2022. The budget reflects a focus on growth, renewal, the delivery of projects and services, and support for post-pandemic recovery. Highlights include:

- \$182 million for the continued delivery of a wide range of services to the community including sustainability, waste and recycling, home and community services, recreation and leisure, health and family services, arts and cultural services, libraries and maintenance of sports fields, parks and gardens, footpaths, drains and roads.
- \$98 million Capital Works Program including \$44.1 million to continue the Whitehorse Performing Arts Centre redevelopment, \$5.7 million for redevelopment of Sportlink, \$2.5 million for continued development at Morack Golf Course Pavilion, Driving Range and Mini Golf Facility, \$1.6 million towards the extension of Vermont South Club Pavilion and \$1.2 million for the redevelopment of Mahoney's Reserve Pavilion.

Housing Strategy and Neighbourhood Character Review Project 2014

Council has prepared an overarching housing framework which comprises three parts:

- Whitehorse Housing Strategy 2014
- Whitehorse Neighbourhood Character Study 2014
- Whitehorse Neighbourhood Activity Centre Urban Design Guidelines 2014.



Whitehorse Housing Strategy April 2014

The 2014 strategy updates the 2003 Housing Strategy. The 2014 project identified where change has occurred in the last ten years both in terms of the size, type and location of housing development, and also the types of housing being developed and how they have met preferred neighbourhood character objectives in residential areas.

The main focus of the review was on the role that Council can play as the planning and responsible authority charged with developing and implementing planning policy. It developed with consideration of other council, state and federal policies, objectives and roles, and is designed to complement and deliver on these.

The strategy sets a hierarchy of preferred locations for growth – substantial change, natural change and minimal change.

Neighbourhood Character Study 2014

The 2014 Neighbourhood Character Study updates the 2013 Neighbourhood Character Study.

This document identifies preferred design objectives and responses to ensure that desired housing outcomes can be achieved.

The document seeks to ensure that residential development strengthens protection of neighbourhood character. It recommends new precincts and preferred character statements for all residential areas, with guidelines for residential development within each neighbourhood character precinct.

Neighbourhood Activity Centre Urban Design Guidelines 2014

This document provides direction for development within commercial zoned land, specifically within the Neighbourhood Activity Centres (NACs) that do not have Structure Plans or Design Guidelines. The document includes an assessment of the role of the NACs, anticipated development in centres and provides built form guidelines to help manage growth.

Indoor Sports Facility Feasibility Study 2020

The Indoor Sports Facility Feasibility Study was a project identified from Council's Recreation Strategy (2015-2024). Previously Council undertook an Indoor Sports Facility Feasibility Study (2005) reviewing the provision of indoor sports facilities in Whitehorse. A key recommendation from the study was the construction of Sportlink, in Vermont South.

The study found that there is a good diversity of indoor sports available within the City of Whitehorse that are provided in a range of different types of facilities. Based on the demand identified in the 2020 study there were a number of recommendations endorsed including redevelopment of the preferred Council owned or managed facilities to meet current sporting requirements and cater better for existing and future users. These recommendations and investment priorities require further investigation and feasibility work and will be implemented as funding becomes available and appropriate partnerships are identified.



MegaMile West and Blackburn Activity Centres Urban Design Framework 2010.

Whitehorse City Council has divided the MegaMile into East and West⁵. The MegaMile East has been grouped with the Mitcham Neighbourhood Activity Centre (NAC) and Nunawading MAC, and a Structure Plan was prepared and adopted by Council in 2008. The MegaMile West has been grouped with the Blackburn NAC and is the subject of this Urban Design Framework (UDF). It is intended that principles developed for the eastern section of the MegaMile and existing policies for Blackburn will help to inform decisions regarding landscape, car parking and built form in the activity centres.

The aims of the Urban Design Framework are to:

- Establish a vision for the MegaMile West Major Activity Centre that builds on previous planning studies, fills in gaps and responds to current environmental, economic and social factors.
- Research and identify issues and options for the redevelopment of key sites along
 Whitehorse Road, particularly bulky goods retailing, and in the Blackburn Activity Centre.
- Consider the options available if proposed rail transport projects take place.
- Examine ways to maximise and manage the potential of commercial growth of the MegaMile West and Blackburn Activity Centres.
- Address gaps in the pedestrian network and provide for a safe and direct pedestrian and cycle movement.
- Create urban design guidelines for the public realm areas and business zoned areas, addressing interface issues between industrial or commercial and residential uses.
- Establish if there are any facilities and services that the community lack in the area.
- Investigate ways to encourage a mode shift towards more sustainable modes of transport, namely walking, cycling and public transport, with consideration of the existing and proposed transport facilities in the area.
- Provide direction on built form within the study area.
- Address infrastructure for utility provision and waste management needs.

The UDF includes an implementation plan based on the themes explored in the framework and includes public realm and transport improvements.

Mitcham Station Precinct Built Form and Public Realm Guidelines 2012

The primary focus of the guidelines is on developing built form and public realm guidelines for future development of the project area around the new Mitcham Station and areas in the immediate vicinity.

The study has included a brief review of existing conditions including policy framework, infrastructure, connectivity, existing built form, current and future trends. The study has sought to identify the preferred built form and public realm outcomes for the identified study

⁵ It is noted that the whole of MegaMile (both east and west spines) form part of the Nunawading MAC. However, urban design frameworks and structure plans have been divided into two separate groupings.



area and particularly the new land parcel configuration to occur as a result of the grade separation including Station precinct interfaces.

It provides design proposals for the public realm and sustainable transport improvements.

Municipal Early Years Plan 2014-2018

The Whitehorse Municipal Early Years Plan, Whitehorse: A City for all Children, provides a direction for Council and its partners to continue working together to improve outcomes for children from birth to the age of 12 and their families. It identifies how Council, can support families to provide the best possible environment in which to care for children and meet their developmental needs, health and wellbeing.

The plan identifies a strong vision for children and their families and a set of core principles that underpin the vision.

The document includes an action plan that outlines improvements, upgrades and new council facilities to service this age group.

Municipal Wide Tree Study 2016

The Tree Study provides options and recommendations for policy and controls and other (non-statutory) mechanisms that will aim to ensure the future retention and regeneration of tree canopy. These include planning scheme changes to both protect existing trees and encourage the planting of future canopy trees. Options can also involve broader Council policy, advocacy and educational aspects to tackle the issue of tree retention on private land in a number of ways.

The study determines the types of trees that are most important as well as where in the City existing tree cover is lacking. While research and survey work is a significant part of the study, the community's views are also very important in determining the final recommendations.

Municipal Youth Plan 2014-2018

The Whitehorse Municipal Youth Plan -Whitehorse: A City for all Young People, provides a clear direction for Council and its partners to continue working together to improve outcomes for young people aged 12-25 years who live, work and study in the City of Whitehorse. It aims to identify the most effective ways to improve health and wellbeing outcomes for young people and to develop an integrated approach to planning and service delivery throughout the municipality.

The plan includes a strategic action plan as well as an implementation plan.

Nunawading MegaMile Structure Plan 2008

The purpose of the Structure Plan is to guide future development of the "Nunawading / MegaMile Major Activity Centre" and the "Mitcham Neighbourhood Centre", for future planning and enhancement. The study area has been defined by three very distinct precincts: Nunawading Activity Centre, Mitcham Neighbourhood Centre and the area in between known



as MegaMile, which also extends westward beyond the study area and will therefore be subject to a series of separate studies.

The plan includes an investment and implementation plan which details land assembly as well as a works program.

A review of the structure plan has commenced.

Nunawading/MegaMile/Mitcham Structure Plan Background Review 2018

The Structure Plan in 2008 provides strong strategic support for the removal of level crossings at Springvale Road, Nunawading, and Rooks Road/Mitcham Road, Mitcham, and improvements and investments to the station and surrounds. Public realm improvements around the municipal offices, Britannia Mall, Station Street and Whitehorse Road, Mitcham, and laneways and streets in Nunawading have also occurred. The Structure Plan has guided Council actions to develop and improve the centre over the past ten years with 69 actions now at various stages of completion.

Over the last decade, a number of major projects have significantly affected the activity centre, economy, planning and transport within and around it. These include:

- Fastlink
- Level crossing removals at Heatherdale Road, Mitcham Road, Rooks Road, Springvale Road, Blackburn Road and Middleborough Road including new stations at Mitcham and Nunawading.
- Planning and construction of the Box Hill to Ringwood shared use path.
- Continuing population increases and demographic shifts.
- Introduction of lower speed limits around schools and in some activity centres.
- New multi-storey residential apartment buildings in Mitcham and Nunawading.
- Closure of Nunawading Primary School and purchase of the site by Council for redevelopment into the Nunawading Community Hub.
- Reformed commercial, industrial and residential zones in 2012/13.
- Application of three new residential zones in the municipality in 2014/15.

Council has also completed a range of new strategies and projects, including the:

- Neighbourhood Character Study and Housing Strategy.
- Industrial Development Strategy.
- Municipal-wide Tree Study.
- Cycling Strategy.
- MegaMile West and Blackburn Activity Centres Urban Design Framework.
- Urban design improvements in Station Street and Britannia Mall, Mitcham.
- Municipal office renovations and public improvements.
- Retail Strategy Review.
- Nunawading Visioning.



The plan includes directions and an implementation plan.

Nunawading, MegaMile (East) Mitcham Structure Plan Review 2020

The review is made up of three draft documents:

- Built Form Report.
- Economic Assessment Report.
- Movement and Access Report.

The reports considers options to improve built form, deliver improvements to walking and cycling infrastructure, facilitate retail and commercial floorspace demand and unlock future development opportunities.

Pavilion Development Policy 2019

Council has developed the Whitehorse Recreation Strategy Plan (2015–2024) to guide the delivery of sport and recreation over a ten year period.

Supporting the Recreation Strategy Plan are a range of documents that further define and specify Council's role in the provision of sport and recreation opportunities. One of these is the *Sporting Facilities Guide – Seasonal and Casual Users*. The guide outlines the terms and conditions under which sporting and recreation clubs occupy Council's sporting facilities and provides a framework for the development and funding of sporting infrastructure. The pavilion policy should be read in conjunction with the *Sporting Facilities Guide – Seasonal and Casual Users*.

The policy provides a framework for:

- Facility standards to guide the development and/or refurbishment of pavilions.
- A framework for the funding contributions towards pavilions.

The policy the following defines three types of capital works projects for Council's sporting pavilions:

- Renewal.
- Refurbishment.
- New development.

Policy for Special Rate/Charge Schemes in Retail/Commercial Precincts or Centres 2014

The purpose of the policy is to provide a strategic and procedural framework to assist Council in establishing Special Charge Schemes for infrastructure projects pursuant to Section 163 of the Local Government Act 1989 (the Act).

The policy states establishment of an incorporated Business Association should be undertaken for a retail/commercial precinct. The Business Association then becomes the proponent of the statutory process of introducing a special rate/charge. Council facilitates implementation.



Review of Kindergarten Facilities (2021-2022 in progress)

A review of kindergarten facilities across the municipality is being undertaken to assess the likely impacts of the introduction of funded 3 year old kindergarten places from 2022. This report will determine what expansion and/or new facilities will be required.

Road Safety Strategy 2013

The Whitehorse Community Road Safety Strategy 2013 identifies educational, behavioural, infrastructure and advocacy actions that respond to the road safety issues within the municipality. The aim of the actions is to further reduce the number and the severity of road injuries and deaths on roads and paths within Whitehorse.

The road safety priorities for Whitehorse have been identified following community consultation, a review of relevant policies, an analysis of crash statistics, and the evaluation of Council's previous efforts in delivering road safety programs. The priority for Whitehorse City Council is to implement actions that target:

- Pre-school and school aged children.
- Youth (road users aged 16-25 years).
- Vulnerable road users, such as cyclists, pedestrians and motorcyclists.
- Road users with limited mobility, such as the elderly and disabled.
- Safe vehicles.
- Risky behaviour, such as speeding, drink and drug driving, and fatigue.
- Safe roads, footpaths and off-road paths.

The strategy details a number of actions for each of these target groups.

Special Charge Scheme Policy

The purpose of the policy is to provide a strategic and procedural framework to assist Council in establishing Special Charge Schemes for infrastructure projects pursuant to Section 163 of the Local Government Act 2020.

The policy includes an implementation process.

Student Accommodation Strategy 2018

This strategy intends to guide the development and management of student accommodation in the City of Whitehorse. In doing so, it acknowledges there are a range of stakeholders that play a role in ensuring students in Whitehorse have access to safe and legal accommodation.

This strategy is based on the following:

- Analysis of the scale of the student population and its characteristics, the overall housing affordability context, and the development of a housing typology to help guide understanding of the various issues associated with managing student accommodation.
- Detailed policy review including comparison with mechanisms used by other councils to manage student accommodation.



- Design review including case studies of student accommodation across the typology of accommodation.
- Car parking and transport review and analysis, including tube count surveys, travel pattern interviews and parking demand assessments.
- Community and stakeholder consultation, including with Council staff, an online survey and targeted interviews with key stakeholders.

The policy includes a list of actions as part of the implementation plan.

Summary Asset Management Plan 2020

The purpose of this Summary Asset Management Plan is to provide an overall presentation of the state of the assets at Whitehorse including:

- The type and quantity of assets are under Council's control.
- Information on the condition of the assets;
- key findings associated with each asset class.
- Applied asset management strategies;
- forecast renewal funding demand based on the current levels of service.

This Summary Asset Management Plan provides a consolidated source of capital works program recommendations to inform the annual budget process.

The plan includes:

- Buildings
- Roads
- Drainage
- Open space
- Plant and fleet
- IT

The appendices identify project areas and recommends for capital works expenditure over a ten year period.

Tally Ho Urban Design Framework 2006

The Tally Ho Major Activity Centre (MAC) is both a regional hub for high tech commerce and a centre for the local community. To ensure that Tally Ho meets the needs of the local worker and residential population, an Urban Design Framework has been prepared which sets out objectives and strategies that will guide development in over the next 15 years. The key objectives of the Framework are:

- To encourage economic development based on new generation commerce and knowledge.
- To facilitate growth and development to meet current and future needs whilst maintaining amenity and liveability.
- To create a sustainable urban environment.



- To encourage use of alternate modes of transport (i.e. other than privately-owned motor vehicles) by improving the extent and quality of bicycle and pedestrian networks and enhancing public transport infrastructure.
- To reduce at-grade car parking in the area.
- To increase the mix of uses in existing and new developments.
- To ensure community facilities can meet the current and future needs of the local population.
- To enhance the quality and extent of landscaping.

The UDF includes an investment and implementation plan which includes a list pf projects and costs.

Tally Ho Urban Design and Landscape Guidelines 2015

The Urban Design and Landscape Guidelines have been prepared to assist in realisation of the Tally Ho UDF. The intention of these guidelines is to provide detail as to ultimate built form and landscape outcomes for the private and public realm of the Activity Centre.

Urban Forest Strategy 2021-2031

The Urban Forest Strategy addresses the importance of trees and vegetation - across both private and public land - in making the municipality a vibrant place to live, work and visit. An 'urban forest' includes trees, shrubs and groundcover on public and private land and it has a number of benefits:

- Shading and cooling during summer
- Water retention reducing the risk of flooding
- Improved community connectedness and wellbeing.

The Urban Forest Strategy sets out the actions Council will take to increase tree canopy cover in Whitehorse.

The strategy's vision is 'a diverse, healthy and resilient urban forest' and it outlines five key objectives:

- Protect the urban forest across private and public land
- Expand the urban forest and adapt to climate change
- Enhance biodiversity
- Build community capacity to learn from each other, protect and enhance the urban forest
- Build on Council's knowledge base.

The urban forest strategy seeks to increase tree canopy cover to 30% in Whitehorse by 2050. Tree canopy cover is the amount of trees covering the ground when viewed from above. Tree canopies are vital because they reduce heat and provide shade. Reaching these targets involves working collectively throughout Council, with external organisations and alongside the community.



Whitehorse Cycling Strategy 2016

The Whitehorse Cycling Strategy 2016 has a vision of increasing cycling through creating a connected network of attractive, safe and inviting low stress streets and paths which are accessible to all and respects the needs of all users.

The action plan within this strategy outlines the infrastructure, education, advocacy, leadership and evaluation activities that will assist Council to achieve this vision.

The Whitehorse Cycling Strategy 2016 has also been prepared having regard to the broad number of other services provided by Council to the community. The actions within the strategy are considered to be appropriate given Council's authority and responsibilities, financial framework and the Council's wider vision of creating a healthy, vibrant, prosperous and sustainable community.

The strategy includes an action plan which details a number of projects intended to deliver the strategy.

Whitehorse Environmentally Sustainable Design (ESD) Policy for Council Buildings and Infrastructure 2021

This report seeks to incorporate ESD principles into buildings and infrastructure (assets) that are designed, constructed and maintained for Council's operational and community use. All new, renewal and extension of Council building and infrastructure projects, and maintenance works will be subject to the standards established by the report.

This initiative will enable Council to achieve targets within its Sustainability Strategy 2016-2022, actions in the Interim Climate Response Plan 2020-2022, and draft Urban Forest Strategy 2021-2031 (pending endorsement).

Council will develop a Sustainability Management Plan (SMP) that documents how all identified ESD objectives, targets and standards will be met, and how the performance outcomes will be achieved for each project and program.

This report was adopted by Council on 22 February 2021.

Whitehorse Health and Wellbeing Plan 2021-2025

The Whitehorse Health and Wellbeing Plan 2021-2025 describes the work Council and its partners will do to improve the health and wellbeing of people in Whitehorse.

The Plan aims to achieve four-year health and wellbeing objectives while working towards achieving the twenty-year Whitehorse Community Vision 2040.

Much of Council's work helps keep the community healthy and well, such as public health inspections and home care services. The Plan draws together these roles in a holistic and strategic approach to health and wellbeing. The priorities of the Plan are:

- Mental wellbeing
- Physical activity



- Social and neighbourhood connection
- Social inclusion (including digital inclusion)
- Climate change mitigation.

The objectives of the Plan for the next four years are focused in eleven key areas which impact service delivery and investment in facilities and infrastructure:

- Healthy start for life
- Healthy relationships
- Mental health and wellbeing
- Healthy behaviours
- Health protection
- Safety
- Healthy ageing
- Access and participation
- Social cohesion
- Neighbourhood liveability
- Climate change mitigation.

Whitehorse Industrial Strategy 2011

The purpose of the strategy was to develop an industrial strategy which would provide a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

The industrial strategy strongly emphasises that addressing non-economic specific matters is integral to the success of providing a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

Consequently, a number of additional and specific pieces of work are identified and recommended to be undertaken or commissioned by Council into the future to provide a framework for on-going employment and business investment in eight key industrial areas located within the City of Whitehorse.

The strategy makes a number of precinct based recommendations including public realm improvements.

Industrial Precincts Implementation Project - Urban Design Guidelines 2011

The preparation of the guidelines was recommended by the Whitehorse Industrial Strategy 2011.

This document is intended to assist with development applications and the planning approval process within industrial precincts. The document notes that achievement of high quality physical outcomes are contained within built form categories, including building height, landscaping, road design, setbacks, carparking, loading and waste storage.



Industrial Precinct Review 2019

This review was undertaken by Blair Warman Economics with funding from the North East Link Project to explore relocation options for approximately 80 businesses that will be acquired in the Bulleen Industrial Precinct. This report identified strategic directions to guide Council in promoting the future growth of industrial precincts.

The precincts have a low vacancy rate and there is limited supply of vacant sites. New development generally relies on the reuse and redevelopment of existing properties. This report was considered at the 15 July 2019 Council meeting where the report was noted by Council.

Whitehorse Integrated Transport Strategy 2011

The Whitehorse Integrated Transport Strategy 2011 creates a framework to consider the different modes of transport available to the Whitehorse community and provides direction to facilitate travel options and networks that are sustainable, convenient, accessible and safe.

The goals of the Whitehorse Integrated Transport Strategy 2011 are to:

- Improve the links between transport modes for the efficient and convenient movement of people and goods.
- Increase the use of sustainable transport modes of transport to minimise the impact of transport on the environment.
- Increase the use of sustainable transport modes that promote healthy lifestyles, such as walking and cycling.
- Increase the safety of residents and commuters who travel within and through the municipality.
- Promote economic development and social connectedness within our community.

The various actions that Council will undertake are listed under each strategic objective, and a complete table of the actions, indicative cost and timelines is included in the Appendix which is an action plan.

Whitehorse Open Space Strategy 2007

The open space strategy was prepared by Council with assistance from Thompson Berrill Landscape Design Pty Ltd (TBLD) in association with Environment & Land Management (E&LM).

The strategy provides direction for publicly owned land that is set aside for leisure, recreation and nature conservation purposes including land managed by Council, Parks Victoria, Melbourne Water and VicRoads. The Strategy ties in with state and regional level planning policy, local policy, demographic change and community expectations.

The vision for open space is to "continue to provide a diverse network of linked open space with people of all ages recreating, socialising and enjoying the outdoor space, and bushland reserves brimming with indigenous flora and fauna." Specific outcomes are:



- Improve the links between open space reserves
- Improve access to and use of existing reserves and maintain existing highly valued reserves
- Build on diversity which is a key strength of the Whitehorse open space system
- Adequate open space to meet existing and future population needs
- Improve the habitat corridor links and values of the existing linear open space system of Whitehorse
- Improve environmental sustainability of open space management and maintenance practices
- Reduce conflicts between different recreational users in open space.

Implementation is anticipated to be over a nominal 15 year period with some actions having a longer-term horizon. Implementation will be based on allocation of funding, rate of development and changing needs, receipt of open space contributions (via the Open Space Contribution and Subdivision provisions of the Victoria Planning Provisions) and availability of other funding sources such as grants.

Whitehorse Play Space Strategy 2011

The purpose of the Whitehorse Play Space Strategy 2011 is to provide Council with a framework for the sustainable provision of its network of play spaces, and to more fully quantify the cost of maintaining and improving the network into the future.

Council currently provides 169 public playgrounds, mostly in parks. The Whitehorse Open Space Strategy 2007 has underpinned the development of the Whitehorse Play Space Strategy 2011. The Whitehorse Play Space Strategy 2011 focus is primarily on play spaces for children aged 0-11. It does not include play areas such as skate/BMX and hard surfaces, which are considered in other service planning.

The objective of the strategy is to provide a framework and principles for the planning, design and management of Council's network of play spaces. It will also provide the service framework for the assessment of play space provision on a site-by-site or area basis and the development of an asset management plan for play spaces. The plan will inform Council's future capital works priorities and will assist in ensuring that the service can be sustained into the future.

The Whitehorse Play Space Strategy 2011 is a strategic document that considers trends in the provision of play spaces, guidelines, current standards and changes in the City of Whitehorse.

The document recommends actions to implement the strategy.

Whitehorse Recreation Strategy 2015-2024

The Recreation Strategy provides a framework to guide Council planning of recreation and sport services and facilities for the next 10 years.

The purpose of the Recreation Strategy is to:



- Identify strategies to encourage residents, families and visitors to incorporate more physical activity in their daily routines.
- Develop a rationale for future provision of recreation facilities and services.
- Provide direction on the provision of facilities that facilitate people to lead a healthy lifestyle.
- Provide direction in relation to the type and level of support Council should provide to recreation and sport.
- Establish short (1–3 years), medium (4–7 years) and long term (7–9 years) actions to address the findings of the project and provide a framework for monitoring the implementation of the Implementation Plan.

This document provides the context and planning hierarchy that inform the Box Hill Open Space Strategy.

Actions within the Implementation Plan that have identified the need for resources or will require resources such as facility development will be subject to strategic priorities, policy development, a detailed business case and the allocation of sufficient resources as part of Council's annual budget process.

Whitehorse Sustainability Strategy 2016-2022

The Whitehorse Sustainability Strategy 2016-2022 outlines Council's sustainability agenda for the next six years. It is accompanied by the Sustainability Strategy Action Plan.

The strategy outlines the priority environmental sustainability outcomes and key targets that Council will work towards over a 6 year period. The strategy contains a wide range of objectives and outcomes that will be delivered by different departments across Council. The key liveability outcomes that guide the strategy include:

- An informed and resilient community.
- Energy-efficient Council and community buildings and infrastructure.
- Using more renewable energy.
- Reducing waste to landfill.
- Reducing the use of potable water.
- Improved water quality of local creeks and waterways.
- Achieving a mix of sustainable local businesses and jobs.
- Making it easy to walk and cycle in Whitehorse.
- Providing better access to public transport
- Enhancing the health and diversity of parks and local vegetation.
- Providing more recreational open space.
- Contributing to a reduced cost of living.
- Adapting to climate change and peak oil.
- Improved access to local food.



The accompanying action plan details the specific programs and projects that will contribute to achieving the priority sustainability outcomes.

Whitehorse Urban Biodiversity Strategy 2014-2024

The Whitehorse Urban Biodiversity Strategy for Council Managed Open Space, Streetscapes and Community Facilities, has been prepared to address biodiversity conservation and management actions undertaken by Council. Whitehorse biodiversity has been defined to include all existing indigenous flora (plants), fauna (animals including insects and other invertebrates), fungi, mycorrhizal relationships that are indigenous to the municipality, as well as the modified urban habitats and landscapes that these species rely upon.

The definition of Whitehorse biodiversity is primarily focused on indigenous flora and fauna species and vegetation communities but it also acknowledges that in a suburban modified landscape urban habitat is critical in maintaining indigenous fauna species. The focus of conserving and managing Whitehorse biodiversity is directed towards undertaking a series of practical biodiversity actions that will enhance existing biodiversity management actions.

Other actions are considered to be one-off actions and some will have an ongoing commitment and will contribute to biodiversity knowledge and planning across the municipality. Water management has been identified as of prime importance to biodiversity management. Riparian corridors provide opportunities for linkages across the municipality and into adjoining municipalities. Water is vital to maintaining biodiversity, as all species rely upon access to water.

The core of the Whitehorse Urban Biodiversity Strategy is the actions that will make a positive difference to biodiversity. It is recognised that there are three types of biodiversity actions within Whitehorse:

- Actions that are already occurring, that can be enhanced.
- One-off actions that can be undertaken to increase biodiversity knowledge and outcomes.
- Larger actions that would be on-going (both in a budgetary and time context).
- All biodiversity actions proposed below are subject to budgetary provisions.

Whitehorse Waste Management Strategy 2018-2028

The Whitehorse Waste Management Strategy 2018-2028 identifies contemporary challenges and opportunities around waste and litter within Whitehorse which include:

- Increased urbanisation and multi-unit developments.
- Changing community.
- Minimising and disposing of garbage in the future.
- Rise of technology.
- Changing economic conditions.
- Climate change emissions and organic waste.



Continuous improvements to services.

The strategy includes a five year action plan.

Other Documents

The following documents have been viewed and are not considered to hold information for infrastructure need and funding purposes.

- 78 Middleborough Development Plan 2018.
- Blackburn Lake Surrounds Study 2020.
- Building Over Drainage Easements 2010.
- Collections Policy 2017.
- 104-168 Hawthorn Road Forest Hill Development Plan.
- Forest Ridge Development Plan Assessment Transport Impact Assessment.
- Tally Ho Commercial 1 Zone Review.
- Stormwater-Drainage-Policy-No-1-Outfall-Drainage-Policy.
- Stormwater-Drainage-Policy-No-2-On-Site-Detention-Policy.
- VCAT_Order_104-168HawthornRoad
- WCC Climate Response Plan 2020 2022.
- Whitehorse Residential Corridors Built Form Study 1.0.



APPENDIX 3: DEVELOPMENT PROJECTIONS

Development Conditions

Table 8 below shows the total quantum of floorspace (square metres (SQM) of gross floorspace) and number of properties in the municipality in 2020.

Residential is the primary land use in the municipality (10.1 million sqm of floorspace), followed by commercial floorspace (1.32 million sqm) and industrial floorspace (1.04 million sqm). There is approximately 584,300 sqm of retail floorspace in the municipality.

Residential refers to all types of dwellings, including separate houses, townhouses, villa units and apartments.

The retail sector includes shops, cafes, restaurants, supermarkets, shopping complexes, convenience stores and other similar activities.

The commercial sector includes offices, health, education, civic activities, places of worship, commercial accommodation, banks and recreation uses.

The industrial sector includes factories, warehouses, workshops, maintenance depots and other similar activities.

Table 8: Development Conditions in Whitehorse, 2020

Category	Floorspace S	QM .	Number of Properties		
Residential	10,125,880	76.6%	71,183	85.5%	
Retail	584,230	4.4%	2,248	2.7%	
Commercial	1,315,425	9.9%	8,099	9.7%	
Industrial	1,037,785	7.8%	1,479	1.8%	
Other	162,706	1.2%	294	0.4%	
Total	13,226,026	100.0%	83,303	100.0%	

Source: Whitehorse Property Rates Database, 2020; HillPDA

Note: Floorspace SQM refers to square metres of gross floorspace

Table 9 shows the 2020 data for the four main land use groups (i.e. residential, retail, commercial and industrial) for each of the 17 areas of the municipality.

Table 9: Development Conditions in Whitehorse by Area, 2020

	Residential		Retail		Commercial		Industrial	
Area	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number
Blackburn	915,935	6,199	67,410	287	106,294	861	110,447	155
Blackburn North	445,793	2,968	2,313	27	26,639	248	33,542	31
Blackburn South	647,267	4,473	10,463	88	33,021	341	363	1
Box Hill Activity Centre	323,217	4,705	77,872	441	254,638	995	7,569	17
Box Hill Balance	382,210	3,027	5,116	26	48,393	358	3,982	9

■ M21016 Whitehorse Development Contributions Plan



	Reside	ntial	Ret	Retail		Commercial		Industrial	
Area	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number	Floorspace SQM	Number	
Box Hill North	687,034	4,780	6,813	60	17,172	576	53,659	88	
Box Hill South	517,086	3,585	47,518	76	41,528	404	132,912	136	
Burwood	718,401	5,464	19,196	79	229,714	712	101,477	141	
Burwood East	645,824	4,404	42,136	145	145,495	296	5,590	4	
Forest Hill	648,393	4,590	69,082	287	65,617	372	3,524	2	
Mitcham	982,079	7,074	57,058	221	86,277	973	189,831	350	
Mont Albert	336,512	2,139	8,461	54	18,336	297	3,226	7	
Mont Albert North	396,516	2,350	1,136	13	27,057	264	0	0	
Nunawading	654,622	4,951	128,455	280	92,371	650	236,525	383	
Surrey Hills	359,541	2,137	4,175	32	14,508	271	0	0	
Vermont	628,103	3,956	5,693	45	49,377	296	121,020	153	
Vermont South	836,605	4,381	31,333	87	58,987	168	34,120	2	
City of Whitehorse	10,125,139	71,183	584,230	2,248	1,315,425	8,082	1,037,785	1,479	

Source: Whitehorse Property Rates Database, 2020; HillPDA

Tables 10 provides a high level summary of change in development conditions in the decade between 2010 and 2020.

This shows that residential floorspace increased by approximately 1.52 million sqm of floorspace (at a rate of 1.6% per annum).

Retail & commercial floorspace combined increased by approximately 226,700 sqm at a rate of 1.3% per annum. This represents growth of approximately 22,700 sqm per year on average.

Industrial floorspace declined significantly in the ten years to 2020 according to the data.

Table 10: Change in Development Conditions in Whitehorse, 2010 to 2020

Category	Floorspace SQM	%	% pa	Number	%	% ра
Residential	1,516,910	17.6%	1.6%	10,574	17.4%	1.6%
Retail & Commercial	226,644	13.5%	1.3%	2,340	29.2%	2.6%
Industrial	-792,234	-43.3%	-5.5%	234	18.8%	1.7%
Other	99,005	155.4%	9.8%	151	105.6%	7.5%
Total	1,050,325	8.6%	0.8%	13,299	19.0%	1.8%

Source: Whitehorse Property Rates Database, 2020; HillPDA

Impact of COVID-19 on Future Development and Planning

It is important to note that data and assumptions in this report relating to potential future population and development conditions and infrastructure needs are based on long term trends and available data. It remains difficult to predict how the real estate sector might respond to the economic impact of the COVID-19 pandemic over the coming years.



Any analysis should take a longer term view as to how the market might respond and recover and not try to model short term uncertainty for long term planning decisions.

The impact of the pandemic has not been fully absorbed by the property market and the next 12 to 18 months may see some declines in prices and construction activity. Market conditions may return to long term trends in 2022 or early 2023.

At the time of the preparation of this DCP it is observed that construction projects remain in progress in the DCP area and land values remained steady throughout 2020 and increased in early 2021.

Council has recently updated its dwelling projections with forecast .id in 2021 to take into account the possible impact of the pandemic on future population and dwelling conditions. This DCP is based on the updated forecast .id data.

The non-residential development projections shown in this DCP are based on the updated forecast .id 2021 population projections.

Residential Dwelling Projections

The forecast .id data for dwelling projections for the 17 Charge areas is provided in Table 11 below.

Overall, the municipality is expected to increase its stock of dwellings from approximately 72,500 in 2021 to 90,500 by 2041.

The areas that are expected to realise the highest rates of residential growth are:

- Box Hill Activity Centre
- Burwood East
- Blackburn
- Mitcham
- Mont Albert.

Table 11: Dwelling Projections in Whitehorse, 2021 to 2041

Area Name	2021	2041	Change 2021-2041	
Blackburn	6,307	7,930	1,623	25.7%
Blackburn North	2,983	3,204	221	7.4%
Blackburn South	4,527	4,848	321	7.1%
Box Hill Activity Centre	5,203	11,373	6,170	118.6%
Box Hill Balance	3,067	3,662	596	19.4%
Box Hill North	4,816	5,348	531	11.0%
Box Hill South	3,619	3,949	330	9.1%
Burwood	5,581	6,404	823	14.7%
Burwood East	4,485	6,397	1,912	42.6%
Forest Hill	4,641	5,341	700	15.1%



Area Name	2021	2041	Change 2021-2041	
Mitcham	7,131	8,795	1,664	23.3%
Mont Albert	2,177	2,682	505	23.2%
Mont Albert North	2,361	2,586	225	9.5%
Nunawading	5,012	5,927	915	18.3%
Surrey Hills	2,148	2,283	135	6.3%
Vermont	3,975	4,495	520	13.1%
Vermont South	4,405	5,263	858	19.5%
City of Whitehorse	72,438	90,487	18,049	24.9%

Source: Whitehorse forecast .id (2021 Data)

Residential and Non-Residential Floorspace Projections

Tables 13 and 14 show projections data for the four land use groups split over two tables.

The residential data is the same as above, although shown for 2020 and 2041, so as to align with the base year (2020) for non-residential data.

The retail and commercial projections are based on the following metrics:

- The ratio of population to floorspace in 2020 is applied to the 2041 population projections for the municipality as a whole
- The shares observed by area in 2020 are assumed to be maintained in the future.

Whitehorse achieved 3.2 sqm of retail floorspace per person in 2020, which is above the national average of 2.2 sqm. This is because Box Hill MAC and the significant amount of large format retail space in the MegaMile in particular (and some other centres) serve a catchment broader than the municipality.

Likewise, Whitehorse's ratio of commercial floorspace to population is high (7.3 sqm per person). This reflects the significant health, education and commercial office sectors present within the municipality, including Deakin University, Box Hill Hospital and major office clusters in Box Hill MAC and Tally Ho for example.

This approach provides for:

- Retail floorspace to increase from 584,300 sqm in 2020 to 723,100 sqm in 2041
- Commercial floorspace to increase from 1.32 million sqm in 2020 to 1.63 million sqm in 2041.

Overall, retail and commercial floorspace is expected to increase by 451,500 sqm in the 21 years to 2041, at an average of 21,500 sqm per year (all figures rounded). This is similar but slightly less than the rate observed between 2010 and 2020 and is therefore considered reasonable.

Industrial development declined in the period to 2020 however it is assumed that industrial floorspace would stabilise and grow marginally to 2041. There is limited capacity for



additional industrial expansion in the municipality as shown in recent research documents including the industrial precincts review.

The industrial projections assume modest floorspace growth in the future based on available data at the time of writing. This is based on the method shown in this report and cross-checked against development approvals data.

It is assessed that industrial development will increase from 1.04 million sqm in 2020 to 1.09 million sqm in 2041. This represents growth of approximately 54,000 sqm overall at an average of 2,600 sqm per year.

Table 12: Residential and Retail Projections in Whitehorse, 2020 to 2041

Area	Residential (Dwellings)				Retail Floorspace SQM			
	2020	2020%	2041	Change 2020- 2041	2020	2020%	2041	Change 2020- 2041
Blackburn	6,199	8.7%	7,930	1,731	67,410	11.5%	83,432	16,021
Blackburn North	2,968	4.2%	3,204	236	2,313	0.4%	2,863	550
Blackburn South	4,473	6.3%	4,848	375	10,463	1.8%	12,949	2,487
Box Hill Activity Centre	4,705	6.6%	11,373	6,668	77,872	13.3%	96,379	18,507
Box Hill Balance	3,027	4.3%	3,662	635	5,116	0.9%	6,332	1,216
Box Hill North	4,780	6.7%	5,348	568	6,813	1.2%	8,432	1,619
Box Hill South	3,585	5.0%	3,949	364	47,518	8.1%	58,811	11,293
Burwood	5,464	7.7%	6,404	940	19,196	3.3%	23,758	4,562
Burwood East	4,404	6.2%	6,397	1,993	42,136	7.2%	52,150	10,014
Forest Hill	4,590	6.4%	5,341	751	69,082	11.8%	85,501	16,418
Mitcham	7,074	9.9%	8,795	1,721	57,058	9.8%	70,619	13,561
Mont Albert	2,139	3.0%	2,682	543	8,461	1.4%	10,472	2,011
Mont Albert North	2,350	3.3%	2,586	236	1,136	0.2%	1,406	270
Nunawading	4,951	7.0%	5,927	976	128,455	22.0%	158,984	30,529
Surrey Hills	2,137	3.0%	2,283	146	4,175	0.7%	5,167	992
Vermont	3,956	5.6%	4,495	539	5,693	1.0%	7,046	1,353
Vermont South	4,381	6.2%	5,263	882	31,333	5.4%	38,780	7,447
City of Whitehorse	71,183	100.0%	90,487	19,304	584,230	100.0%	723,082	138,851

Source: HillPDA (based on Whitehorse Property Rates Database, 2020 and Whitehorse forecast .id (2021 Data)



Table 13: Commercial and Industrial Projections in Whitehorse, 2020 to 2041

Area	Con	nmercial Fl	oorspace SQ	М	Inc	dustrial Flo	orspace SQN	1
	2020	2020%	2041	Change 2020- 2041	2020	2020%	2041	Change 2020- 2041
Blackburn	106,294	8.1%	131,556	25,262	110,447	10.6%	116,191	5,745
Blackburn North	26,639	2.0%	32,970	6,331	33,542	3.2%	35,287	1,745
Blackburn South	33,021	2.5%	40,868	7,848	363	0.0%	382	19
Box Hill Activity Centre	254,638	19.4%	315,157	60,519	7,569	0.7%	7,963	394
Box Hill Balance	48,393	3.7%	59,895	11,501	3,982	0.4%	4,189	207
Box Hill North	17,172	1.3%	21,253	4,081	53,659	5.2%	56,450	2,791
Box Hill South	41,528	3.2%	51,398	9,870	132,912	12.8%	139,825	6,913
Burwood	229,714	17.5%	284,308	54,595	101,477	9.8%	106,755	5,278
Burwood East	145,495	11.1%	180,074	34,579	5,590	0.5%	5,881	291
Forest Hill	65,617	5.0%	81,212	15,595	3,524	0.3%	3,707	183
Mitcham	86,277	6.6%	106,782	20,505	189,831	18.3%	199,705	9,874
Mont Albert	18,336	1.4%	22,694	4,358	3,226	0.3%	3,394	168
Mont Albert North	27,057	2.1%	33,488	6,431	0	0.0%	0	0
Nunawading	92,371	7.0%	114,324	21,953	236,525	22.8%	248,827	12,303
Surrey Hills	14,508	1.1%	17,956	3,448	0	0.0%	0	0
Vermont	49,377	3.8%	61,113	11,735	121,020	11.7%	127,314	6,295
Vermont South	58,987	4.5%	73,007	14,019	34,120	3.3%	35,895	1,775
City of Whitehorse	1,315,425	100.0%	1,628,055	312,630	1,037,785	100.0%	1,091,765	53,981

 $Source: HillPDA \ (based on Whitehorse \ Property \ Rates \ Database, 2020 \ and \ Whitehorse \ forecast \ . id \ (2021 \ Data)$

Extrapolation of Projections for 2022 and 2042 DCP Period

As stated in this DCP, the adopted timeframe and development period is nominated as 1 July 2022 to 30 June 2042. This timeframe provides a 20 year DCP period.

The above development data and projections (for the period 2020 to 2041) have been extended to the year 2042 using a straight line trend.

The results for the data points at 2022 and 2042 are shown in Tables 1 and 2 in the body of this DCP.



APPENDIX 4: TOTAL DEMAND UNITS

Common Demand Unit

The common demand unit selected for the DCP and the benchmark for equivalence ratios is one dwelling. This demand unit is used in most if not all development contribution plans prepared in respect of established areas.

Equivalence Ratios

The DCP's nexus principles and equivalence ratios are shown in the table below. For example, this shows that 19 sqm of retail floorspace is deemed to generate the same demand loading on the road system as does one dwelling. Therefore, if a development proposes 190 sqm of retail space, it would be assessed to have the same demand loading on the road system as 10 dwellings; that is, 190 sqm / 19 = 10 equivalent dwellings for the purposes of road use.

Table 14: DCP Equivalence Ratios

Infrastructure Type / Development Type	Residential	Retail	Commercial	Industrial
	Dwelling units	SQM floorspace	SQM floorspace	SQM floorspace
Community facility projects under the Community Infrastructure Levy (CFCI)	1		-	
Community facility projects under the Development Infrastructure Levy (CFDI)	1	-	-	-
Path (streetscape) projects under the Development Infrastructure Levy (PADI)	1	75	50	500
Road projects under the Development Infrastructure Levy (RDDI)	1	19	121	67

The following sources were used for establishment of the equivalence ratios in this DCP.

Community Facilities

No equivalence ratios are used for community facilities because only residential development is deemed to be a user of such facilities, and as such, only dwelling units are used in the cost apportionment process. This is consistent with the direction provided by the DCP Guidelines (2007, p45).

Paths

- The ratios adopted for path use in this DCP is measured by residents in dwellings and workers in non-residential floorspace. These people are deemed to use paths in their area. The adopted ratios are as follows.
 - One dwelling has on average 2.5 residents.
 - Retail: 30 sqm of floorspace per one retail worker; therefore 75 sqm of retail floorspace achieves 2.5 workers.



- Office: 20 sqm of floorspace per one office worker; therefore 50 sqm of office floorspace achieves 2.5 workers.
- Industry: 200 sqm of floorspace per one industrial worker; therefore 500 sqm of industrial floorspace achieves 2.5 workers.
- The equivalence ratio for paths uses resident and worker data as the basis for relative path and streetscape use. This data has been previously accepted for this purpose in DCPs. It is noted each land use will have visitors in addition to residents or workers and a significant variation in visitation is likely to occur for sub-categories of the four land use groups.

Roads

- The ratios adopted for road use in this DCP correspond with the standard equivalence ratios specified in the DCP Guidelines (2007, p45):
 - Residential 1 dwelling.
 - Retail premises 19 sqm floorspace.
 - Office / service industry 121 sqm floorspace.
 - Industry (other than service industry) 67 sqm floorspace.

Total Demand Units

Tables 15 to 18 show total demand units used in the DCP levy calculations for each area by infrastructure category. The data is shown for the year 2022, 2042 and change between those years in quantity and percentage terms.

Table 15: Total Demand Units, 2022

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	2,373	2,373	2,942	2,663
Area 02	Box Hill North	4,834	4,834	5,386	6,150
Area 03	Blackburn North	2,990	2,990	3,634	3,843
Area 04	Nunawading	5,044	5,044	9,160	16,286
Area 05	Mitcham	7,238	7,238	10,162	13,885
Area 06	Mont Albert	2,191	2,191	2,688	2,849
Area 07	Box Hill Activity Centre	5,340	5,340	11,625	11,797
Area 08	Surrey Hills	2,151	2,151	2,505	2,498
Area 09	Box Hill Balance	3,088	3,088	4,155	3,832
Area 10	Blackburn	6,364	6,364	9,679	12,547
Area 11	Box Hill South	3,620	3,620	5,384	8,522
Area 12	Burwood	5,554	5,554	10,718	10,050
Area 13	Blackburn South	4,509	4,509	5,327	5,356
Area 14	Burwood East	4,594	4,594	8,156	8,175
Area 15	Forest Hill	4,661	4,661	6,952	8,987
Area 16	Vermont	4,008	4,008	5,338	6,547
Area 17	Vermont South	4,465	4,465	6,167	7,161
Total		73,022	73,022	109,978	131,150



Table 16: Total Demand Units, 2042

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	2,597	2,597	3,292	2,951
Area 02	Box Hill North	5,375	5,375	6,030	6,844
Area 03	Blackburn North	3,215	3,215	3,990	4,170
Area 04	Nunawading	5,973	5,973	10,919	19,094
Area 05	Mitcham	8,877	8,877	12,383	16,506
Area 06	Mont Albert	2,708	2,708	3,314	3,504
Area 07	Box Hill Activity Centre	11,691	11,691	19,364	19,557
Area 08	Surrey Hills	2,290	2,290	2,722	2,714
Area 09	Box Hill Balance	3,692	3,692	4,995	4,591
Area 10	Blackburn	8,012	8,012	12,023	15,279
Area 11	Box Hill South	3,966	3,966	6,075	9,610
Area 12	Burwood	6,449	6,449	12,721	11,679
Area 13	Blackburn South	4,866	4,866	5,866	5,900
Area 14	Burwood East	6,492	6,492	10,840	10,852
Area 15	Forest Hill	5,377	5,377	8,174	10,651
Area 16	Vermont	4,521	4,521	6,104	7,309
Area 17	Vermont South	5,305	5,305	7,372	8,511
Total		91,406	91,406	136,183	159,723

Table 17: Change in Total Demand Units, 2022-2042

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	224	224	350	289
Area 02	Box Hill North	541	541	645	694
Area 03	Blackburn North	225	225	356	327
Area 04	Nunawading	930	930	1,759	2,808
Area 05	Mitcham	1,639	1,639	2,221	2,621
Area 06	Mont Albert	517	517	626	655
Area 07	Box Hill Activity Centre	6,350	6,350	7,739	7,760
Area 08	Surrey Hills	139	139	217	216
Area 09	Box Hill Balance	605	605	840	759
Area 10	Blackburn	1,649	1,649	2,344	2,732
Area 11	Box Hill South	346	346	691	1,089
Area 12	Burwood	895	895	2,003	1,628
Area 13	Blackburn South	357	357	538	544
Area 14	Burwood East	1,898	1,898	2,684	2,676
Area 15	Forest Hill	715	715	1,221	1,664
Area 16	Vermont	513	513	766	763
Area 17	Vermont South	840	840	1,205	1,349
Total		18,384	18,384	26,205	28,572



Table 18: Percent Change in Total Demand Units, 2022-2042

Area No.	Area Name	Community Facility CFCI	Community Facility CFDI	Path PADI	Road RDDI
Area 01	Mont Albert North	9.5%	9.5%	11.9%	10.8%
Area 02	Box Hill North	11.2%	11.2%	12.0%	11.3%
Area 03	Blackburn North	7.5%	7.5%	9.8%	8.5%
Area 04	Nunawading	18.4%	18.4%	19.2%	17.2%
Area 05	Mitcham	22.6%	22.6%	21.9%	18.9%
Area 06	Mont Albert	23.6%	23.6%	23.3%	23.0%
Area 07	Box Hill Activity Centre	118.9%	118.9%	66.6%	65.8%
Area 08	Surrey Hills	6.5%	6.5%	8.7%	8.6%
Area 09	Box Hill Balance	19.6%	19.6%	20.2%	19.8%
Area 10	Blackburn	25.9%	25.9%	24.2%	21.8%
Area 11	Box Hill South	9.6%	9.6%	12.8%	12.8%
Area 12	Burwood	16.1%	16.1%	18.7%	16.2%
Area 13	Blackburn South	7.9%	7.9%	10.1%	10.2%
Area 14	Burwood East	41.3%	41.3%	32.9%	32.7%
Area 15	Forest Hill	15.3%	15.3%	17.6%	18.5%
Area 16	Vermont	12.8%	12.8%	14.3%	11.6%
Area 17	Vermont South	18.8%	18.8%	19.5%	18.8%
Total		25.2%	25.2%	23.8%	21.8%



APPENDIX 5: LEVY CALCULATIONS

The information shown in the following Table 19 is as follows:

- Project Number
- Project Category
- Project Name
- Delivery Horizon
- Estimated Cost to DCP
 - All of the infrastructure projects are works (construction); this DCP does not include land acquisition costs
 - The DCP costs include full delivery including design and construction
 - The DCP costs relate to Council's cost and do not include grant funding or other contributions (if any apply)
 - The DCP costs exclude any costs incurred prior to 1st of July 2022
 - The DCP costs exclude GST
- Project Type
 - CFCI = Community facility projects under the Community Infrastructure Levy
 - CFDI = Community facility projects under the Development Infrastructure Levy
 - PADI = Path (streetscape) projects under the Development Infrastructure Levy
 - RDDI = Road projects under the Development Infrastructure Levy
- Main Catchment Area (MCA)
- Demand Units
- External Demand or Use Allowance
- Share of Use to MCA
- Cost Apportioned to MCA
- Cost Per Demand Unit
- New Demand Units
- Income Estimate by Project
- Income Estimate by Project

The cost per demand unit for each infrastructure project is summed for each project category (i.e. CFCI, CFDI, PADI and RDDI) to derive a total charge / levy by category as shown in the body of this DCP document. The income estimated by project for CIL projects may be impacted by the cap.



Table 19: DCP Project Calculations

Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
1	Property	Whitehorse Performing Arts Centre (WPAC)	2022-2042	\$52,656,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95.0%	\$50,023,200	\$547.26	18,384	\$10,061,083	19.1%
2	Property	Redevelopment of the existing Box Hill Library	2022-2042	\$26,459,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$25,136,050	\$777.74	8,723	\$6,784,158	25.6%
3	Property	Morack Golf Course Pavilion, Driving Range and Mini Golf Facility Construction	2022-2042	\$12,000,000	CFCI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95%	\$11,400,000	\$525.48	3,967	\$2,084,415	17.4%
4	Property	Koonung Reserve Pavilion	2022-2042	\$8,157,000	CFCI	Area 02 Area 03 Area 10	16,602	5.0%	95.0%	\$7,749,150	\$466.75	2,415	\$1,126,992	13.8%
5	Property	Sparks Reserve South Pavilion Refurbishment	2022-2042	\$7,875,000	CFCI	Area 07 Area 09 Area 10 Area 11 Area 13	32,228	5.0%	95.0%	\$7,481,250	\$232.14	9,308	\$2,160,629	27.4%
6	Property	Mahoneys North Pavilion Refurbishment	2022-2042	\$7,788,000	CFCI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95.0%	\$7,398,600	\$335.70	3,811	\$1,279,355	16.4%
7	Property	Sportlink Multi Purpose Facility Redevelopment	2022-2042	\$7,618,000	CFCI	Area 13 Area 14 Area 15 Area 16 Area 17	26,560	5.0%	95%	\$7,237,100	\$272.48	4,324	\$1,178,200	15.5%
8	Property	Vermont Reserve Pavilion	2022-2042	\$6,666,000	CFCI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95.0%	\$6,332,700	\$291.91	3,967	\$1,157,893	17.4%
9	Property	Surrey Park South West Pavilion Redevelopment	2022-2042	\$6,000,000	CFCI	Area 06 Area 07 Area 08 Area 09 Area 11	24,347	5.0%	95.0%	\$5,700,000	\$234.11	7,957	\$1,862,945	31.0%
10	Property	Forest Hill Reserve Pavilion Upgrade	2022-2042	\$5,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17	52,638	5.0%	95.0%	\$5,225,000	\$99.26	8,766	\$870,180	15.8%
11	Property	East Burwood Reserve South Pavilion	2022-2042	\$5,400,000	CFCI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95%	\$5,130,000	\$232.76	3,811	\$887,072	16.4%
12	Property	Upgrade to an existing sporting pavilion within Box Hill	2022-2042	\$5,000,000	CFCI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$4,750,000	\$146.97	8,723	\$1,282,013	25.6%
13	Property	Heatherdale Reserve Pavilion Refurbishment - part cost included from 2022-23 FY	2022-2042	\$4,227,000	CFCI	Area 05 Area 16	13,398	5.0%	95.0%	\$4,015,650	\$299.73	2,152	\$645,017	15.3%
14	Property	Ballyshannassy Park Pavilion	2022-2042	\$2,301,000	CFCI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95.0%	\$2,185,950	\$100.40	3,497	\$351,068	15.3%
15	Property	Eley Park Pavilion Refurbishment	2022-2042	\$1,700,000	CFCI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95%	\$1,615,000	\$74.17	3,497	\$259,372	15.3%
16	Infrastructure	Morack Golf Course Improvements	2022-2042	\$1,550,000	CFDI	Area 14 Area 15 Area 16 Area 17	21,694	5.0%	95.0%	\$1,472,500	\$67.87	3,967	\$269,237	17.4%
17	Property	Vermont South Club Rooms	2022-2042	\$1,525,000	CFCI	Area 15 Area 16 Area 17	15,202	5.0%	95.0%	\$1,448,750	\$95.30	2,069	\$197,147	12.9%
18	Property	Nunawading Gymnastics Building	2022-2042	\$1,500,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16	40,841	5.0%	95.0%	\$1,425,000	\$34.89	6,028	\$210,330	14.0%

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
19	Property	Aqualink Box Hill Tile Rectification Works - Stage 2	2022-2042	\$1,303,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95%	\$1,237,850	\$13.54	18,384	\$248,967	19.1%
20	Property	Yarran Dheran Reserve Information Centre Refurbishment	2022-2042	\$660,000	CFCI	Area 04 Area 05	14,850	5.0%	95.0%	\$627,000	\$42.22	2,569	\$108,464	16.4%
21	Property	Nunawading Community Hub	2022-2042	\$161,000	CFCI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16	40,841	5.0%	95.0%	\$152,950	\$3.74	6,028	\$22,575	14.0%
22	Property	Upgrading of existing Council owned sporting reserves in Box Hill area	2022-2042	\$9,049,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$8,596,550	\$265.99	8,723	\$2,320,188	25.6%
23	Infrastructure	Box Hill City Oval Precinct redevelopment	2022-2042	\$5,500,000	CFCI	Area 02 Area 07 Area 09 Area 10 Area 11 Area 13	37,602	5.0%	95%	\$5,225,000	\$138.95	9,849	\$1,368,496	24.9%
24	Property	Redevelopment of Florence Road pre- school	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
25	Property	Redevelopment of Friend Street kindergarten	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
26	Property	Redevelopment of Parkside pre-school	2022-2042	\$2,539,000	CFDI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	32,319	5.0%	95.0%	\$2,412,050	\$74.63	8,723	\$651,006	25.6%
27	Infrastructure	Ballyshannassy sports field lighting	2022-2042	\$940,000	CFDI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95%	\$893,000	\$41.01	3,497	\$143,418	15.3%
28	Infrastructure	Surrey Dive - Playspace renewal - Neighbourhood	2022-2042	\$640,000	CFDI	Area 01 Area 02 Area 03 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11	43,547	5.0%	95.0%	\$608,000	\$13.96	10,596	\$147,947	23.1%
29	Infrastructure	Lighting at Bennettswood Reserve North Oval	2022-2042	\$450,000	CFDI	Area 08 Area 11 Area 12	12,705	5.0%	95.0%	\$427,500	\$33.65	1,380	\$46,447	10.3%
30	Infrastructure	Eley Park court	2022-2042	\$396,000	CFDI	Area 11 Area 12 Area 13 Area 14	21,773	5.0%	95.0%	\$376,200	\$17.28	3,497	\$60,418	15.3%
31	Infrastructure	Forest Hill Reserve car park	2022-2042	\$300,000	CFDI	Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17	52,638	5.0%	95%	\$285,000	\$5.41	8,766	\$47,464	15.8%
32	Infrastructure	Boisdale Street Reserve - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 08 Area 11 Area 12	12,705	5.0%	95.0%	\$228,000	\$17.95	1,380	\$24,772	10.3%
33	Infrastructure	Pickford Paddock (North) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 13 Area 14 Area 15 Area 17	22,040	5.0%	95.0%	\$228,000	\$10.35	3,811	\$39,425	16.4%
34	Infrastructure	East Burwood Reserve (South) - Playspace renewal - Local	2022-2042	\$240,000	CFDI	Area 14 Area 15	11,869	5.0%	95.0%	\$228,000	\$19.21	2,613	\$50,203	20.9%
35	Infrastructure	Memorial Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$228,000	\$28.60	765	\$21,891	9.1%
36	Infrastructure	Springfield Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 02 Area 03 Area 09 Area 10	20,295	5.0%	95.0%	\$228,000	\$11.23	3,019	\$33,921	14.1%
37	Infrastructure	Kalang Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13	20,537	5.0%	95.0%	\$228,000	\$11.10	2,957	\$32,833	13.7%
38	Infrastructure	Schwerkolt Cottage - Playspace renewal - Local	2022-2042	\$240,000	CFDI	Area 05	8,877	5.0%	95.0%	\$228,000	\$25.68	1,639	\$42,098	17.5%

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
39	Infrastructure	Edinburgh Patch - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 09 Area 10 Area 11 Area 13	20,537	5.0%	95%	\$228,000	\$11.10	2,957	\$32,833	13.7%
40	Infrastructure	Scarborough Park - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 15 Area 17	10,682	5.0%	95.0%	\$228,000	\$21.34	1,556	\$33,208	13.8%
41	Infrastructure	Bellbird Dell (North) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
42	Infrastructure	Trainor Street Reserve - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95.0%	\$228,000	\$28.60	765	\$21,891	9.1%
43	Infrastructure	Gawler Chain (Central) - Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$228,000	\$28.60	765	\$21,891	9.1%
44	Infrastructure	Bellbird Dell (South) Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
45	Infrastructure	Terrara Park Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$228,000	\$23.20	1,353	\$31,403	13.1%
46	Infrastructure	Antonio Park Playspace renewal - Nhood	2022-2042	\$240,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$228,000	\$15.35	2,569	\$39,441	16.4%
47	Infrastructure	Aqualink Box Hill Outdoor pool shade structure	2022-2042	\$168,000	CFCI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	91,406	5.0%	95%	\$159,600	\$1.75	18,384	\$32,100	19.1%
48	Infrastructure	Lucknow Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
49	Infrastructure	Heatherdale Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95.0%	\$118,750	\$8.86	2,152	\$19,074	15.3%
50	Infrastructure	Cootamundra Walk (South East) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 04 Area 10	17,201	5.0%	95.0%	\$118,750	\$6.90	2,803	\$19,354	15.5%
51	Infrastructure	Elmhurst Basin - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10	8,012	5.0%	95%	\$118,750	\$14.82	1,649	\$24,436	19.5%
52	Infrastructure	Walker Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
53	Infrastructure	Laidlaw Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95.0%	\$118,750	\$8.86	2,152	\$19,074	15.3%
54	Infrastructure	Murray Drive Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12	6,449	5.0%	95.0%	\$118,750	\$18.41	895	\$16,482	13.2%
55	Infrastructure	Branksome Grove Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10 Area 13	12,878	5.0%	95%	\$118,750	\$9.22	2,006	\$18,498	14.8%
56	Infrastructure	Hunters Knoll - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 10 Area 13	12,878	5.0%	95.0%	\$118,750	\$9.22	2,006	\$18,498	14.8%
57	Infrastructure	Hurter-Finch Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95.0%	\$118,750	\$7.10	2,971	\$21,080	16.9%
58	Infrastructure	Ballyshannassy Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12 Area 14	12,941	5.0%	95.0%	\$118,750	\$9.18	2,793	\$25,630	20.5%

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
59	Infrastructure	Licola Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 17	5,305	5.0%	95%	\$118,750	\$22.38	840	\$18,811	15.0%
60	Infrastructure	Billabong Park (North) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 17	5,305	5.0%	95.0%	\$118,750	\$22.38	840	\$18,811	15.0%
61	Infrastructure	Manniche Avenue Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 01	2,597	5.0%	95.0%	\$118,750	\$45.72	224	\$10,259	8.2%
62	Infrastructure	Halligan Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 02	5,375	5.0%	95.0%	\$118,750	\$22.09	541	\$11,954	9.6%
63	Infrastructure	Willow Street Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 01 Area 02	7,972	5.0%	95%	\$118,750	\$14.90	765	\$11,402	9.1%
64	Infrastructure	Surrey Drive Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 07 Area 09	15,383	5.0%	95.0%	\$118,750	\$7.72	6,955	\$53,689	43.0%
65	Infrastructure	Middlefield Park - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03	3,215	5.0%	95.0%	\$118,750	\$36.93	225	\$8,301	6.6%
66	Infrastructure	Cootamundra Walk (Central) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 10	11,228	5.0%	95.0%	\$118,750	\$10.58	1,874	\$19,815	15.9%
67	Infrastructure	Casella Hollow - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95%	\$118,750	\$13.38	1,639	\$21,926	17.5%
68	Infrastructure	Trenham Court Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95.0%	\$118,750	\$13.38	1,639	\$21,926	17.5%
69	Infrastructure	Sim Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05	8,877	5.0%	95.0%	\$118,750	\$13.38	1,639	\$21,926	17.5%
70	Infrastructure	Charles Rooks Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 04 Area 05	14,850	5.0%	95.0%	\$118,750	\$8.00	2,569	\$20,542	16.4%
71	Infrastructure	Park Close Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 05 Area 16	13,398	5.0%	95%	\$118,750	\$8.86	2,152	\$19,074	15.3%
72	Infrastructure	Russell Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 08	2,290	5.0%	95.0%	\$118,750	\$51.86	139	\$7,201	5.8%
73	Infrastructure	Newbiain Street Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 12 Area 14	12,941	5.0%	95.0%	\$118,750	\$9.18	2,793	\$25,630	20.5%
74	Infrastructure	Fulton Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13	4,866	5.0%	95.0%	\$118,750	\$24.40	357	\$8,721	7.0%
75	Infrastructure	Eley Park (North) - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area14	4,866	5.0%	95%	\$118,750	\$24.40	357	\$8,721	7.0%
76	Infrastructure	Cloverdale Close Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95.0%	\$118,750	\$7.10	2,971	\$21,080	16.9%
77	Infrastructure	Norma Road Reserve - Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 15	5,377	5.0%	95.0%	\$118,750	\$22.09	715	\$15,801	12.6%
78	Infrastructure	Ansett Crescent Reserve- Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 14 Area 15 Area 17	17,174	5.0%	95.0%	\$118,750	\$6.91	3,454	\$23,881	19.1%
79	Infrastructure	Collina Glen Playspace renewal - Local	2022-2042	\$125,000	CFDI	Area 03 Area 04 Area 10	17,201	5.0%	95%	\$118,750	\$6.90	2,803	\$19,354	15.5%

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
80	Infrastructure	Strathdon House car park	2022-2042	\$120,000	CFDI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 33 Area 14 Area 15 Area 16 Area 17	86,540	5.0%	95.0%	\$114,000	\$1.32	18,027	\$23,747	19.8%
81	Infrastructure	Whitehorse Reserve play space	2022-2042	\$75,000	CFDI	Area 07 Area 09 Area 10	23,395	5.0%	95.0%	\$71,250	\$3.05	8,604	\$26,202	34.9%
82	Infrastructure	Benwerrin Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 14	6,492	5.0%	95.0%	\$66,500	\$10.24	1,898	\$19,441	27.8%
83	Infrastructure	Mahoneys Reserve - Playspace renewal - Nhood	2022-2042	\$70,000	CFDI	Area 13 Area 14 Area 15	16,735	5.0%	95%	\$66,500	\$3.97	2,971	\$11,805	16.9%
84	Infrastructure	Forest Hill Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 15	5,377	5.0%	95.0%	\$66,500	\$12.37	715	\$8,848	12.6%
85	Infrastructure	Spark Rise - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$66,500	\$6.77	1,353	\$9,159	13.1%
86	Infrastructure	Beatty Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 06 Area 07	14,398	5.0%	95.0%	\$66,500	\$4.62	6,867	\$31,717	45.3%
87	Infrastructure	Belmore Road Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 01	2,597	5.0%	95%	\$66,500	\$25.60	224	\$5,745	8.2%
88	Infrastructure	Pope Square - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 10	8,012	5.0%	95.0%	\$66,500	\$8.30	1,649	\$13,684	19.5%
89	Infrastructure	Halley Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 10 Area 13 Area 15	18,255	5.0%	95.0%	\$66,500	\$3.64	2,722	\$9,914	14.2%
90	Infrastructure	Tainton Road Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 14	6,492	5.0%	95.0%	\$66,500	\$10.24	1,898	\$19,441	27.8%
91	Infrastructure	Mock Street Reserve - Playspace renewal - Small local	2022-2042	\$70,000	CFDI	Area 15	5,377	5.0%	95%	\$66,500	\$12.37	715	\$8,848	12.6%
92	Infrastructure	Ballina Terrace Reserve Playspace renewal - Local	2022-2042	\$70,000	CFDI	Area 16 Area 17	9,826	5.0%	95.0%	\$66,500	\$6.77	1,353	\$9,159	13.1%
93	Infrastructure	Brentford Square Shopping Centre Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 04 Area 05 Area 10 Area 15 Area 16	32,760	5.0%	95.0%	\$66,500	\$2.03	5,446	\$11,055	15.8%
94	Infrastructure	Cobham Corner Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 05	8,877	5.0%	95.0%	\$66,500	\$7.49	1,639	\$12,279	17.5%
95	Infrastructure	Roslyn Street Reserve Playspace renewal - Small Local	2022-2042	\$70,000	CFDI	Area 12	6,449	5.0%	95%	\$66,500	\$10.31	895	\$9,230	13.2%
96	Infrastructure	Streetscape - Box Hill Central Activities Area	2022-2042	\$2,930,000	PADI	Area 01 Area 02 Area 06 Area 07 Area 08 Area 09 Area 11	45,792	5.0%	95.0%	\$2,783,500	\$60.79	11,108	\$675,176	23.0%
97	Infrastructure	Municipal Paths and Wayfinding	2022-2042	\$965,000	PADI	Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17	136,183	5.0%	95.0%	\$916,750	\$6.73	26,205	\$176,407	18.3%

■ M21016 Whitehorse Development Contributions Plan



Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
98	Infrastructure	Action 4.1 – Construct physically separated bicycle paths (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$750,000	PADI	Area 07	19,364	5.0%	95.0%	\$712,500	\$36.80	7,739	\$284,742	38.0%
99	Infrastructure	Streetscape - Vermont Shopping Centre Stage 2	2022-2042	\$700,000	PADI	Area 15 Area 16 Area 17	21,650	5.0%	95%	\$665,000	\$30.72	3,192	\$98,055	14.0%
100	Infrastructure	Action 3.2 – Construct new signalised crossings (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$525,000	PADI	Area 07	19,364	5.0%	95.0%	\$498,750	\$25.76	7,739	\$199,319	38.0%
101	Infrastructure	Streetscape - Blackburn Station Village Masterplan Implementation	2022-2042	\$500,000	PADI	Area 10	12,023	5.0%	95.0%	\$475,000	\$39.51	2,344	\$92,618	18.5%
102	Infrastructure	Action 1.1 – Widen footpaths (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$500,000	PADI	Area 07	19,364	5.0%	95.0%	\$475,000	\$24.53	7,739	\$189,828	38.0%
103	Infrastructure	Intersection Upgrade - Arnold/Nelson (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$350,000	PADI	Area 07	19,364	5.0%	95%	\$332,500	\$17.17	7,739	\$132,879	38.0%
104	Infrastructure	Action 4.2 - Construct bicycle boulevards / low stress cycling streets (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$240,000	PADI	Area 07	19,364	5.0%	95.0%	\$228,000	\$11.77	7,739	\$91,117	38.0%
105	Infrastructure	Roundabout Upgrade - Nelson/Thames (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$180,000	PADI	Area 07	19,364	5.0%	95.0%	\$171,000	\$8.83	7,739	\$68,338	38.0%
106	Infrastructure	Nelson Rd at Spring St -pedestrian crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$180,000	PADI	Area 07	19,364	5.0%	95.0%	\$171,000	\$8.83	7,739	\$68,338	38.0%
107	Infrastructure	Action 8.1 – Improve area-wide wayfinding (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$150,000	PADI	Area 07	19,364	5.0%	95%	\$142,500	\$7.36	7,739	\$56,948	38.0%
108	Infrastructure	Roundabout Upgrade - Thurston/Brougham/Oxford/Surrey (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$130,000	PADI	Area 07	19,364	5.0%	95.0%	\$123,500	\$6.38	7,739	\$49,355	38.0%
109	Infrastructure	Roundabout Upgrade - Nelson/Severn (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$125,000	PADI	Area 07	19,364	5.0%	95.0%	\$118,750	\$6.13	7,739	\$47,457	38.0%
110	Infrastructure	Roundabout Upgrade - Carrington/Thurston (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$105,000	PADI	Area 07	19,364	5.0%	95.0%	\$99,750	\$5.15	7,739	\$39,864	38.0%

■ M21016 Whitehorse Development Contributions Plan

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
111	Infrastructure	Action 2.1 – Upgrade footpaths to meet DDA requirements, where possible (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	PADI	Area 07	19,364	5.0%	95%	\$95,000	\$4.91	7,739	\$37,966	38.0%
112	Infrastructure	Action 15.1 – Create parklets (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	PADI	Area 07	19,364	5.0%	95.0%	\$95,000	\$4.91	7,739	\$37,966	38.0%
113	Infrastructure	Rutland Rd - pedestrian crossing near William (Zebra) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
114	Infrastructure	Prospect St at Young St- Pedestrian crossing (Zebra or wombat) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
115	Infrastructure	Glenmore St at linear park- Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95%	\$61,750	\$3.19	7,739	\$24,678	38.0%
116	Infrastructure	William St at linear park - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
117	Infrastructure	Thames St at Box Hill Gardens entrance - Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
118	Infrastructure	Wellington Rd -midblock Pedestrian Crossing (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	PADI	Area 07	19,364	5.0%	95.0%	\$61,750	\$3.19	7,739	\$24,678	38.0%
119	Infrastructure	Action 6.1 – Revitalise laneways (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$50,000	PADI	Area 07	19,364	5.0%	95%	\$47,500	\$2.45	7,739	\$18,983	38.0%
120	Infrastructure	Action 7.2 – Improve public end-of-trip facility provision, i.e. Bike Parking (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$18,000	PADI	Area 07	19,364	5.0%	95.0%	\$17,100	\$0.88	7,739	\$6,834	38.0%
121	Infrastructure	Reconstruction Wellington Road, Box Hill	2022-2042	\$800,000	RDDI	Area 07	19,557	5.0%	95.0%	\$760,000	\$38.86	7,760	\$301,548	37.7%
122	Infrastructure	Reconstruction Windsor Crescent, Surrey Hills	2022-2042	\$600,000	RDDI	Area 06 Area 08	6,218	5.0%	95.0%	\$570,000	\$91.67	870	\$79,782	13.3%
123	Infrastructure	Reconstruction Monash Street, Box Hill South – (between Piedmont St to Naples St) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$231,000	RDDI	Area 11	9,610	5.0%	95%	\$219,450	\$22.83	1,089	\$24,856	10.8%

■ M21016 Whitehorse Development Contributions Plan

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Project Number	Project Category	Project Name	Delivery Horizon	Estimated Cost	Project Type	Main Catchment Area (MCA)	Demand Units	External Demand or Use Allowance	Share of Use to MCA	Cost Apportioned to MCA	Cost Per Demand Unit	New Demand Units	Income Estimate by Project	Income Estimate by Project
124	Infrastructure	Raised Threshold Treatment - Station/Oxford (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$160,000	RDDI	Area 07	19,557	5.0%	95.0%	\$152,000	\$7.77	7,760	\$60,310	37.7%
125	Infrastructure	Raised Threshold Treatment - Station/Ashted (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$160,000	RDDI	Area 07	19,557	5.0%	95.0%	\$152,000	\$7.77	7,760	\$60,310	37.7%
126	Infrastructure	Alwyn Street, Mitcham, Traffic Improvements	2022-2042	\$150,000	RDDI	Area 05	16,506	5.0%	95.0%	\$142,500	\$8.63	2,621	\$22,624	15.1%
127	Infrastructure	Reconstruction Watts St / Court St Laneway – (11 Court Street to Thames St) cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$133,000	RDDI	Area 09	4,591	5.0%	95%	\$126,350	\$27.52	759	\$20,896	15.7%
128	Infrastructure	Action 16.1 – Provide area-wide parking wayfinding (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$100,000	RDDI	Area 07	19,557	5.0%	95.0%	\$95,000	\$4.86	7,760	\$37,694	37.7%
129	Infrastructure	Reconstruction Sydenham Lane, Surrey Hills – (Valonia Ave to Beatrice Ave) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$98,000	RDDI	Area 08	2,714	5.0%	95.0%	\$93,100	\$34.30	216	\$7,400	7.6%
130	Infrastructure	Reconstruction Kerr Lane, Box Hill North — (Woodhouse Gve to Station St) - cost estimate after removal of Roads to Recovery funding of 55.7%	2022-2042	\$74,000	RDDI	Area 02	6,844	5.0%	95.0%	\$70,300	\$10.27	694	\$7,128	9.6%
131	Infrastructure	Raised Threshold Treatment - Station/Cambridge (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	RDDI	Area 07	19,557	5.0%	95%	\$61,750	\$3.16	7,760	\$24,501	37.7%
132	Infrastructure	Raised Threshold Treatment - Whitehorse/Shipley (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$65,000	RDDI	Area 07	19,557	5.0%	95.0%	\$61,750	\$3.16	7,760	\$24,501	37.7%
133	Infrastructure	Action 13.2 – Undertake area-wide speed limit reductions (installation of speed limit signs) (Box Hill Integrated Transport Strategy Implementation)	2022-2042	\$50,000	RDDI	Area 07	19,557	5.0%	95.0%	\$47,500	\$2.43	7,760	\$18,847	37.7%

■ M21016 Whitehorse Development Contributions Plan

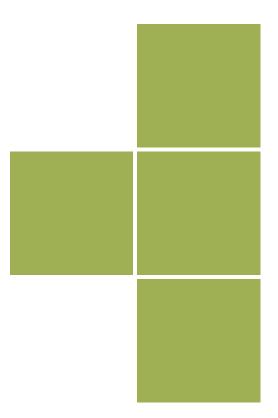


APPENDIX 6: DCP REPORTING REQUIREMENTS

Reporting requirements as per Ministerial Direction on the Preparation and Content of Development Contribution Plans and Ministerial Reporting Requirements for Development Contribution Plans as at 11 October 2016 are set out below.

Annexure

Table 1 – Total DCP levies received in [Insert Financial Year] DCP name and year approved Levies received in [Insert Year] financial year (\$) Total Table 2 – DCP land, works, services or facilities accepted as works-in-kind in [Insert Financial Year] DCP name and Project ID Project description Item purpose Project value (\$) Year approved Total Table 3 – Total DCP contributions received and expended to date (for DCPs approved after 1 June 2016) DCP name and Total levies received Total levies expended Total works-in-kind accepted Total DCP contributions receive year approved (\$) (\$) (\$) (\$) (Total Version DCP) levies collected Total Total Total Total Total Total Total Total Project DCP name and DCP fund Works-in-kind Council's Other Total project Percenta description ID year approved expended accepted contribution contributions expenditure of item (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$) (\$)			M	IINISTERL	AL REPORTI	NG REQUIR	REMENTS		
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10.2 Amendment C220whse Whitehorse Residential Corridors
Built Form Study

Attachment 1 Submission Received – Redacted

Attachment 2 Summary of Submissions and Response

Attachment 3 Revised Schedule 11 to the Design and

Development Overlay - Post exhibition

changes

Submission: YourSay1

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Sep 29, 2022 21:02:43 pm **Last Seen:** Sep 29, 2022 21:02:43 pm

IP Address: n/a

Q1. Full Name:

Q2. Please select your preferred method of contact: Email

Q3. Please provide your email address:

Q4. Please provide your postal address: not answered

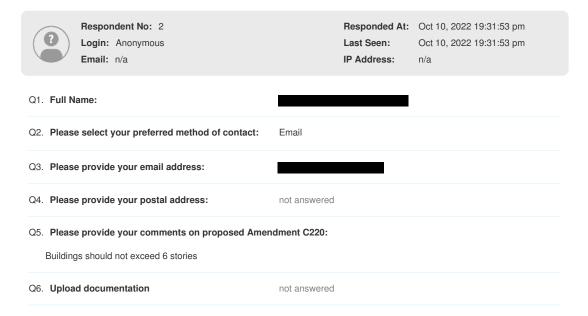
Q5. Please provide your comments on proposed Amendment C220:

Burwood suburb is know for its green. It is important that we keep the residential buildings low along the tram line to showcase the beauty of Burwood. If you need to increase the density of population in Burwood, do it further in as there are more spaces than those residential spaces along burwood hwy. On page 14 of Study part 1, it states "The zone includes a discretionary maximum height of 13.5 metres (4 storeys), with no mandatory maximum height. The accompanying Practice Note on the Residential Growth Zone states that Councils can introduce an alternative mandatory maximum in the schedule to the zone, but it must be at least 13.5 metres." This statement seems to contradict on its own. The amendment only advise a recommendation of not more than 13.5 meters but no maximum on its height, and yet Council can implement another schedule when necessary and that it must be at least 13.5 meters. It does not clearly state what's the maximum on its height as it impacts residents living along RGZ2 overshadows by new tall buildings around it.

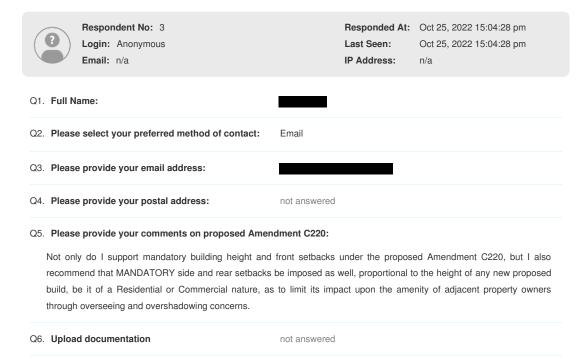
Q6. Upload documentation

not answered

Submission: YourSay2



Submissioin: YourSay3



Submission: YourSay4

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Oct 28, 2022 22:51:54 pm **Last Seen:** Oct 28, 2022 22:51:54 pm

IP Address: n/a

Q1. Full Name:

Q2. Please select your preferred method of contact: Postal address

Q3. Please provide your email address: not answered

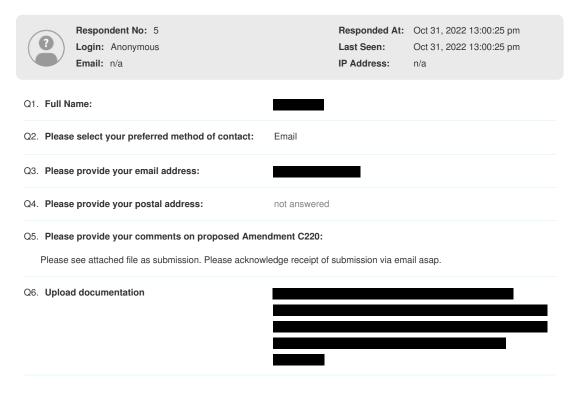
Q4. Please provide your postal address:

Q5. Please provide your comments on proposed Amendment C220:

we appose any changes to our planing zone ,we already live in a melbourne water server flood overlay and are on 24/7 early warning flood alert on our phones ,and have been flooded 3 times and had our car floating in our property .with climate change and the worst storms and weather events things are only getting worse ,how can the council let even larger developments that are going to put more water and pressure on the old drainage system keep going ahead ,the drains were built in 1960 and not designed to cope with high density housing in our area .the council by changing the planing zoning is driving out residence that do not want to live in a concert jungle ,3 familys have left because of changes to planing high rise apartments built behind and next to them ect .we will have no trees only large developments 4 to 5 stores high out garden will have no sun ,council is destroying our way of life ,not caring about residence mental well being and letting these plans keep going ahead.how about up grading all the old drainage system first so we dont flood .our suburb is not a nice place to live in anymore thanks to over development in our area increase traffic cars apartments ect ,it is destroying our leafy area and wildlife that has once lived here ,changes to our planing and the building of large developments has a effect on our mental health,my husband suffers from server depression and anxiety so that he is always worried about a lager scale apartment block being built next to us or in our street .we have had enough .

Q6. Upload documentation not answered

Submission: YourSay5





Monday, 31 October 2022

Allison Egan
Coordinator Strategic Planning
City Planning and Development Department

Dear Ms Egan,

RE: Amendment C220whse to the Whitehorse Planning Scheme Design and Development Overlay to Implement the Whitehorse Residential Corridors Built Form Study

Thank you for the opportunity to comment on the proposed changes to the planning controls that directly affect the land that I own. I have read the documents and make the following observations:

Residents adjoining and adjacent at the side and rear of proposed developments are most impacted by the proposed changes. Burwood Highway is effectively an 8-lane road (6 car lanes, 2 tram tracks) and Whitehorse road is a 6-lane road with a centre median strip. It could be argued that residential properties facing proposed developments (opposite side of the street), are less impacted by 4 or 6 storey developments than residents to the rear and side because there is a greater distance between them and the building than the rear and side (adjoining and adjacent) neighbours.

It appears that in decision-making, more weight is placed on the amenity to transient pedestrian and vehicular traffic (amenity and light in corridor and street frontage), than the local residents loss of amenity. Residents (homeowners and renters) to the rear and side of proposed developments lose the amenity of privacy, sunlight (particularly those to the south of Burwood Highway or Whitehorse Road), daylight and view.

Sunlight and daylight

- Access to sunlight in the age of sustainability is a significant amenity required for heating water (rooftop solar heating), making electricity (solar panels), heating homes via windows, natural indoor light in place of artificial lighting.
- Sunlight is important for sustainable living in terms of growing food (vegetable gardens, fruit trees) and drying clothes (instead of using dryers).
- Sunlight/daylight is good for mental health and mood (particularly in winter when daylight hours are at their shortest).

Access to sunlight and daylight is impacted for adjoining and adjacent residential neighbours — particularly to the south or immediately east or west of proposed developments. Section 6.0 Decision Guidelines says "...and allows maximal solar access to low-rise residential development in the adjoining and adjacent areas". **Does development extend to existing and new developments?** New developments where the maximum height is greater than the dwelling on block prior to development will most likely automatically impact the "maximum solar access" enjoyed by low-rise residents in adjoining and neighbouring areas.

"Lot consolidation to build complexes up to 19 metres (six storeys, not including plant equipment)"

Results of the Whitehorse Residential Corridors Built Form Study (part 2, appendix B) note that '..most (residents) believe building heights should not surpass 3-4 storeys...'. Despite the views of the residents, the council is suggesting buildings up to 6 storeys can be built.

The diagrams in the appendix attached show that roofs of adjoining and adjacent properties will be in shadow for a significant proportion of the year, preventing solar access for energy, hot water and natural heating via sunlight through windows. Access to sunlight for growing of fruit and vegetables will be diminished also.

Further – dependent on location and height of plant equipment (which can be placed at greater than 19 m in height) – shadowing may be worsened for neighbouring properties.

Schedule 11 speaks to overshadowing to adjacent open public spaces (presumably neighbouring parkland) – but does not take into account overshadowing of adjacent private (residential and business) properties. Why is no mention made of residential private open space? Nor does it consider shadowing across the year – only on a single day over a 4-hour period. If only one day – why has September been chosen, instead of June when the sun is lowest in the sky and will result in largest shadowing?

Suggest: lowering maximum heights for new developments on the south sides of Burwood Highway and Whitehorse Road at least to reduce impact of shadowing to neighbouring residential properties.

Privacy

- Adjoining and adjacent properties to higher-rise developments will lose privacy. Residents on
 higher levels will overlook front and back yards of neighbouring properties. No mention of
 window screening requirements for upper levels of these developments such that the privacy of
 neighbouring residential properties is not impacted.
- The lack of stepped rear setback means less privacy and increased overlooking of neighbouring properties from upper storey floors of proposed developments.

View

- Height limits should be based on local landscape. A six-storey building at the crest of a hill will
 dominate a landscape more than a six-storey building in a valley. Hence, height limits should be
 reduced for developments on crests of hills.
- More importance is given to maintenance of expansive sky views through the corridor (main road) than to the surrounding residential area. Expansive sky views will be lost to adjoining and adjacent properties with six storey developments – particularly when build across multiple lots.
- Developers of higher-rise apartments use view/outlook to promote and attract buyers. However, residents are unable to object to developments based on loss of view/outlook. The decision guidelines (6.0), comment on adequate outlook from habitable rooms for both existing and proposed developments. How is 'adequate outlook' determined? Does it take into account previous impacts to existing dwellings from previous developments (i.e that residents outlook may be diminished over time)?

Clause 2.0 – building setbacks - states that a permit cannot be granted to vary the requirement for the front set back specified in table 1. The clause does not make the same statement regarding rear or side setbacks – meaning that with a permit, the rear and side setbacks can be varied with a permit potentially all the way to the rear boundary. This would result in further shadowing and impingement on privacy on adjoining and adjacent neighbouring properties. Suggest: adding to clause that a permit cannot be granted to vary side or rear set back. This is especially important for new developments on south side of Burwood Hwy or Whitehorse Rd.

Table 1 requires a stepped setback to the front of the building and table 2 requires a stepped side setback for buildings above 4 storeys, but no stepped set back is required for the rear of the building (table 2). Schedule 3 to Clause 32.09 Neighbourhood Residential Zone, part 3.0 Requirements of clause 54 and clause 55 requires that rear set back is at least 5 metres from boundary with an additional 0.3m for every metre of height over 3.6m up to 6.9m and then 1 metre for every metre over height over 6.9m. This requirement acknowledges that taller buildings impact adjacent properties. Rear setbacks for large developments must have a minimum rear setback that cannot be varied and must be stepped once the height is greater than 3 storeys with further setback of 1 metre for every additional metre of height (as per residential code). This would reduce shadowing of adjoining and adjacent properties and improve privacy.

Suggest: minimum mandatory rear setback with stepping to reduced shadowing and improve privacy of adjoining and adjacent residential properties.

Despite the results of the Whitehorse Residential Corridors Built Form Study (part 2, appendix B) noting the concerns of residents in residential zones adjacent to residential growth zones around traffic and parking in residential street from large developments with insufficient vehicular entry and exits, and parking for size of complex, no consideration to design around vehicular access, egress or parking has been mentioned in clause 11.

This may be contained elsewhere in the Planning Scheme, but there is no comment/requirement around mix of apartment size (no of bedrooms).

In summary – Clause 11 places street frontage and amenity to transient street users over adjoining and adjacent residents who pay council rates and for whom the council is supposed to represent. The lack of mandatory rear and side setback and maximum building height that allows 6 storey buildings speaks volumes to the lack of consideration to adjoining and adjacent neighbours, and the lack of consideration of the residents who responded via the consultation process in 2018. There will be significant loss of access to sunlight, daylight, privacy and amenity of surrounding neighbours if this clause is introduced without changes that include mandatory minimum rear setbacks and limits on maximum height. Traffic and parking have not been considered at all.

Yours sincerely,

Examples of shadowing

Where 130-136 Burwood Hwy, Burwood East are developed as 6 storey apartment blocks

Impact of development of 130-132 Burwood Hwy and/or 136 Burwood Hwy and 2A Cornish Rd on 134 Burwood Hwy Burwood East and adjacent properties to the rear.

Legend to figures:



Proposed building



Shadowing



Boundary of 134 Burwood Hwy, Burwood East

Impact of development of 130-132 Burwood Hwy and/or 136 Burwood Hwy and 2A Cornish Rd on 134 Burwood Hwy Burwood East and adjacent properties to the rear.

- For at least 6-9 months of the year, the dwelling and backyard of 134 Burwood Hwy will be impacted by shadowing if 6 storey dwellings are built on neighbouring properties to east and west.
- Rear adjacent properties will also be impacted with significant shadowing from developments.

22 April 22 – 0900hr >50% roof and all backyard in shadow from neighbouring development



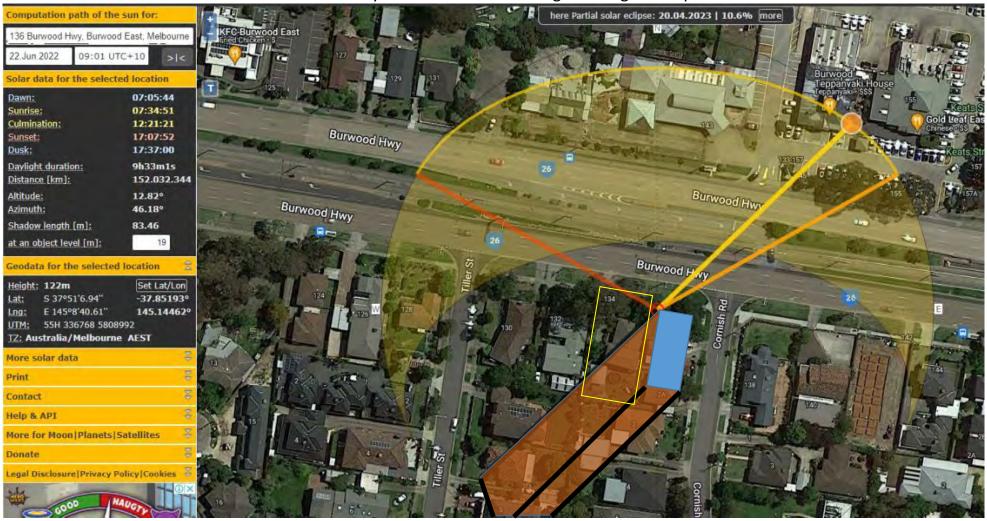
22 April 22 – 1200hr: Backyard will be shadowed from dwelling on 134 Burwood Hwy



22 April 22 – 1500hr: >50% roof and all backyard in shadow from neighbouring development



22 June 22 – 0900hr >50% roof and all backyard in shadow from neighbouring development



22 June 22 – 1200hr: backyard in shadow from dwelling at 134 Burwood Hwy



22 June 22 – 1500hr: ~50% roof and all backyard in shadow from neighbouring development



22 Sept 22 – 0900hr: >80% roof and all backyard in shadow from neighbouring development



22 Sept 22 – 1200hr: ~50% backyard in shadow from dwelling at 134 Burwood Hwy



22 Sept 22 – 1500hr: >50% roof and all backyard in shadow from neighbouring development



22 Dec 22 - 0900hr AEDT: 100% roof and ~33% backyard in shadow from neighbouring



22 Dec 22 – 1200hr AEDT: ~ 25% roof and <25% backyard in shadow from neighbouring development



22 Dec 22 – 1500hr AEDT: <25 % roof and <25% backyard in shadow from neighbouring development



22 Dec 22 – 1600hr AEDT: ~ 25% roof and <25% backyard in shadow from neighbouring development



Impact of development of 130-136 Burwood Hwy on adjacent properties to the rear (south).

Legend to figures:



Proposed building



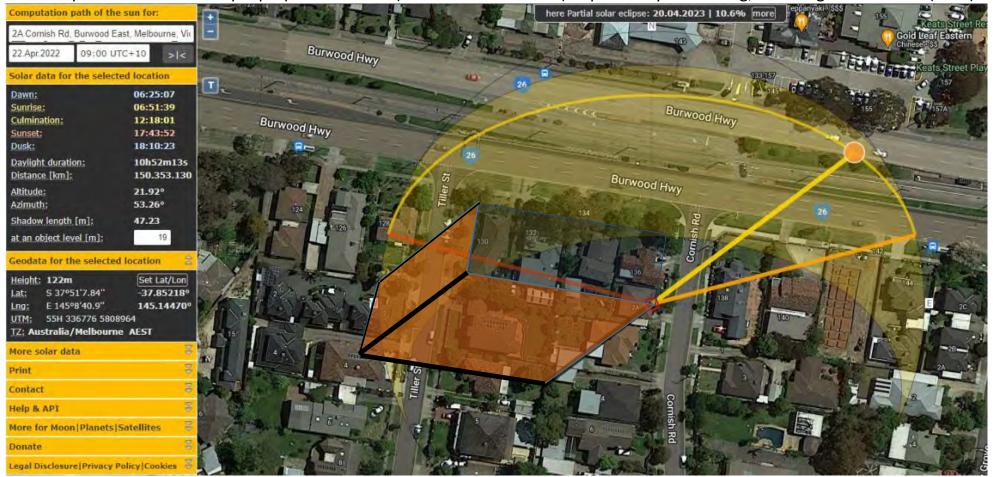
Shadowing

Impact of development of 130-136 Burwood Hwy on adjacent properties to the rear (south).

For at least 6-9 months of year residential properties immediately adjacent (south) to development will be impacted by shadowing.

For at least 3-6 months of year multiple residential properties to south (south east and south west) will be impacted by shadowing.

22 Apr 22 – 0900hr: Multiple properties to rear (south and south west) impacted by shadowing, including in next block (west)



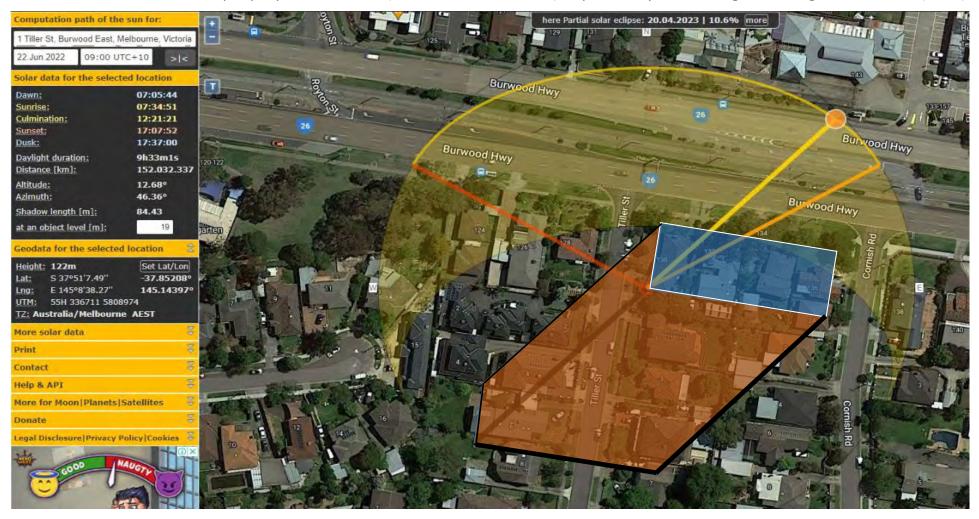
22 Apr 22 – 1200hr: properties to rear (south) impacted by shadowing



22 Apr 22 – 1500hr: Multiple properties to rear (south and south east) impacted by shadowing, including in next block (east)



22 Jun 22 – 0900hr: Multiple properties to rear (south and south west) impacted by shadowing, including in next block (west)



22 Jun 22 – 1200hr: Multiple properties to rear (south) impacted by shadowing





22 Sept 22 – 0900hr: 2 properties to rear and south impacted by shadowing, properties in next block (west) also impacted



22 Sept 22 – 1200hr: 2 properties to rear and south impacted by shadowing, north windows and roof



22 Sept 22 – 1500hr: 2 properties to rear (south) impacted by shadowing, properties in next block (east) also impacted



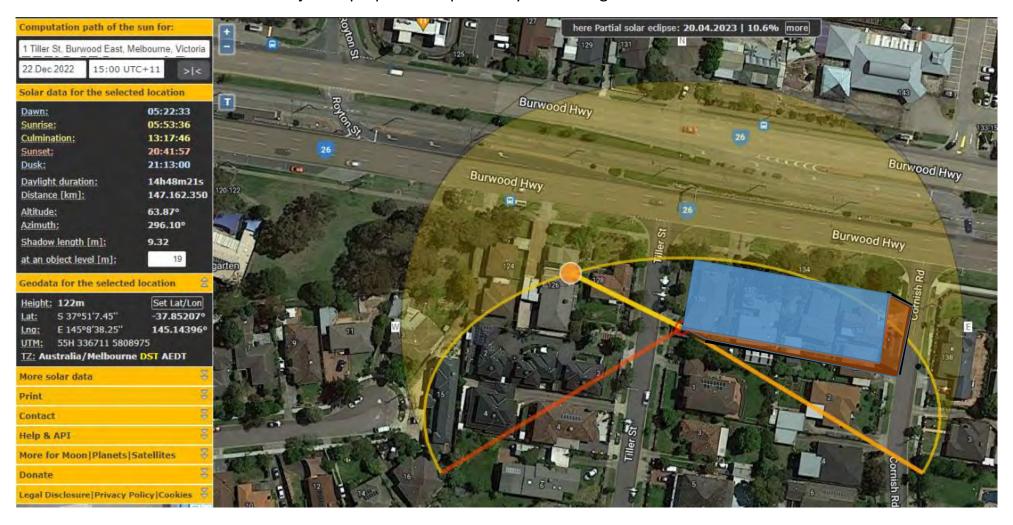
22 Dec 22 – 0900hr AEDT: Properties to west impacted by shadowing



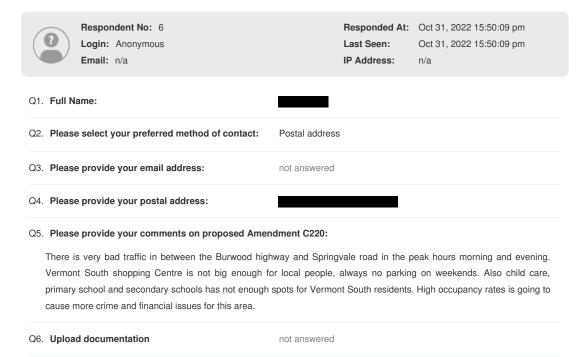
22 Dec 22 – 1200hr AEDT: no adjacent properties impacted by shadowing



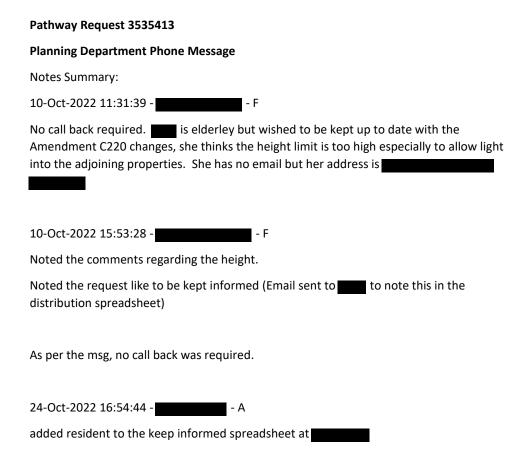
22 Dec 22 – 1500hr AEDT: no adjacent properties impacted by shadowing



Submission: YourSay6



Submission No: Phone1



Submission: Email1

From:

To:

Customer Service

Subject: Amendment C220whse Whitehorse Planning Date: Monday, 31 October 2022 12:27:46 AM

Dear Sir/ Madam,

I wish to address the following issues re: Ammendment C220whse 1). Height of any development be limited to just 3 storey for privacy considerations. 2). Consideration on the landscape of the surrounding streets to blend with the existing residential houses. 3). Particular consideration on any underground parking build due to the storm drainage along the Burwood Highway & Dalroy Crescent where frequent overflow or flooding occurs.4). How will the Council address problems regarding drainage,parking, traffic congestion when existing facilities/ ammenities are meant to service the number of existing residents only. Additional household should be taken into consideration as it will certainly impact the existing facilities. 5). How will Council address the pollution, noise, safety of residents particularly kids & the elderly who are using the Burwood Highway and Whitehorse Road.

Sincerely,

Submission: Email2

 From:
 Customer Service

 Subject:
 Fwd: Amendment c220

Date: Monday, 7 November 2022 11:09:30 AM

Good Morning,

We wish to object to the proposed height limit on Burwood Highway. The proposed height will impose on the surrounding homes privacy, security and impede on sunlight. Our property is in Burwood East, and the new proposed height levels will effect our property and surrounding properties.

We would appreciate this be reviewed to take into account the family friendly homes surrounding Burwood Highway.

Thank you

Regards,

Regards,

Begin forwarded message:

From: Subject: Amendment c220

Date: 29 October 2022 at 3:46:42 pm AEDT **To:** <u>customer.service@whitehorse.vic.gov.au</u>

Good afternoon,

We wish to address Amendment C230whse. The information provided is lengthy and not very user friendly. We are trying to locate Burwood East and how would be effected directly and by surrounding buildings.

From what we can understand, there is no restriction on height on Burwood Hwy directly behind our property in Burwood East. My husband and I wish to object to this (if we are reading it correctly)

If there is no restriction on height, we, along with our neighbours, are directly

effected by lack of light and privacy.

We are unable to ascertain how Melba Crt Burwood East is affected. We would appreciate this information be provided to us. Thank you





Submission: Email3

From:
To:
Subject:
Your Say re ame

Subject: Your Say re amendment c220

Date: Tuesday, 1 November 2022 12:02:45 PM

Hi

I am hoping that I can lodge 'my say' in this matter.

I fully respect I have just missed the closing date/time for a submission by a few hours.

I am a resident/owner in East Burwood.

I have concerns over the height of dwellings that may be considered going forward

Thank you Kind regards

Get Outlook for Android

Submission: Email4



28 October 2022

Attn: Allison Egan Strategic Planning Unit – Amendment C20whse Whitehorse City Council Locked Bag 2 Nunawading, VIC 3131

Via email: customer.service@whitehorse.vic.gov.au

Dear Allison,

SUBJECT: AMENDMENT C220WHSE TO THE WHITEHORSE PLANNING SCHEME PROPERTY ADDRESS: BURWOOD VIC 3125

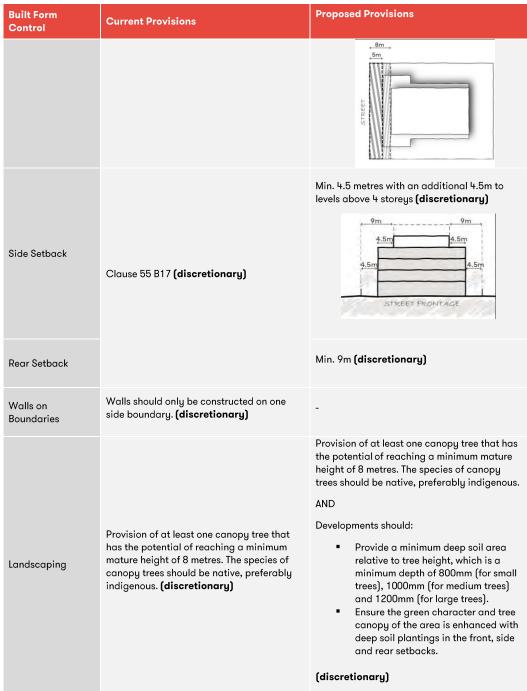
acts on behalf of Burwood ("the subject site"). We write in response to your letter dated 21 September 2022 which notified our client of the exhibition of Amendment C220whse ("The Amendment") to the Whitehorse Planning Scheme. The Amendment proposes to introduce a new Schedule to the Design and Development Overlay ("DDO11"), which we understand prescribes a range of mandatory and discretionary new built form provisions.

This response is made pursuant to Section 21 of the *Planning and Environment Act 1987* and follows our initial review of the exhibited Amendment documentation. This response is intended to be read in conjunction with the attached Urban Design Analysis, prepared by Parallel Workshop Pty Ltd, dated October 2022 ("our Building Footprint Analysis").

A comparison of the existing versus proposed planning controls sought to be implemented by the Amendment has been summarised within the below table.

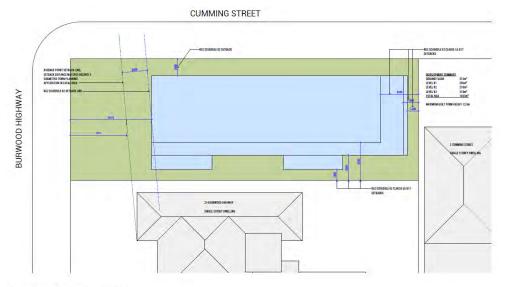
Built Form Control	Current Provisions	Proposed Provisions
Height	13.5m. No max. number of storeys provision. (discretionary)	19m and 6 storeys (mandatory) Exceptions apply if existing building exceeds 19m Building height excludes rooftop services, plant, lift overruns etc.
Front Setback	Any new wall on a boundary should be setback at least 12 metres from the front boundary or 3 metres further than the average set back of the buildings on adjoining allotments, whichever is the lesser. (discretionary)	Min. 5m with an additional 3m to levels above 4 storeys (mandatory)



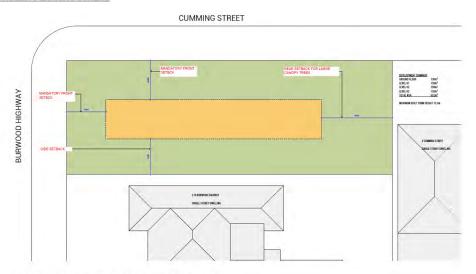




The 2D envelopes based on the current and proposed planning controls have been depicted within the enclosed Building Footprint Analysis (prepared by Parallel Workshop Pty Ltd). An extract of the comparison plans is provided below.



CURRENT PLANNING SCHEME



PROPOSED AMENDMENT TO CURRENT PLANNING SCHEME

Figure 1 – Building Footprint Analysis.

It is evident from the above comparison that the proposed amendments to the setback provisions under draft DDO11 (some of which are mandatory) will significantly impact the development footprint of the site. Whilst we are supportive of the purpose of the amendment, which is to provide built form controls to better manage development outcomes in the RGZ, a blanket approach should not be applied to all sites through mandatory provisions.



Therefore, on behalf of our clients, we wish to object to the Amendment in its current form. It is our client's view that the Amendment should be refined further, and mandatory provisions abandoned based on the material reviewed to date so that built form controls can be considered on a case-by-case basis.

1 Background

The subject site is located on the southern side of Burwood Highway, on the corner of Cumming Street, and comprises two storey student accommodation.

The site is located within the Residential Growth Zone – Schedule 2 (Substantial Change B) and is affected by the Significant Landscape Overlay – Schedule 9 (Neighbourhood Character Areas).

Land immediately to the south of the site is within the General Residential Zone - Schedule 3 (Classic Garden Suburban Areas) and the site fronts Burwood Highway to the north which is identified within the Principal Road Network (TRZ2).

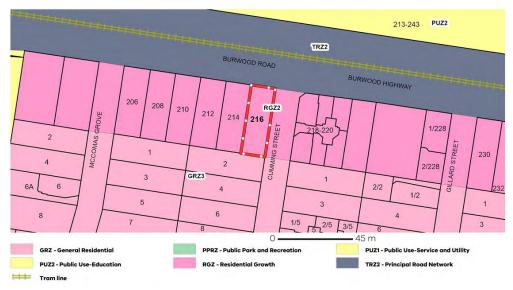


Figure 2 – Zone Map (Vicplan).

2 Submissions

Having undertaken a massing exercise of the development potential of the site under the current and proposed provisions (refer to enclosed Building Footprint Analysis), we firmly believe that a more nuanced, performance-based approach should be applied. The proposed mandatory provisions do not allow for a case-by-case assessment of individual sites whereby the mandatory provisions are unreasonably restrictive on sites such as our client's, where the property is on a corner allotment. We therefore strongly oppose the imposition of mandatory built form controls within the Design and Development Overlay and would encourage the Council to revisit the proposed planning controls, at least insofar as they relate to the subject site.

The State Government's technical guide; *Using Victoria's Planning System* (2015) states that the Design and Development Overlay (Clause 43.02 and schedule) is principally intended to implement requirements based on a demonstrated need to control built form and the built environment. Guidance describes that the intended built form outcome must be clearly stated, as must the way in which the imposed requirements will bring this about. It is also noted that where possible, performance-based requirements should be used rather than prescriptive requirements.



2.1 Mandatory Provisions

Planning Practice Note 59 (*The Role of Mandatory Provisions in Planning Schemes, September 2018*) (*PPN59*) is clear from the outset that the Victorian Planning Provisions are based on the principle that there should be discretion for most developments, and that planning applications are to be tested against objectives and performance outcomes rather than merely prescriptive mandatory requirements.

PPN59 states that a performance-based planning scheme is able to accommodate variation, innovation, unforeseen uses and development or circumstance peculiar to a particular application to produce results beneficial to the community. Guidance also directs that mandatory provisions will only be considered in circumstances where it can be clearly demonstrated that discretionary provisions are insufficient to achieve desired outcomes.

The following sub-sections of this report set out our response to each of the relevant the criteria identified by PPN59 to assess whether the benefits of any proposed mandatory provision outweigh any loss of opportunity and the flexibility inherent in a performance-based system.

To recap, the proposed planning scheme amendment seeks to impose the following mandatory provisions on the subject site:

- Mandatory maximum building height: 19m and 6 storeys; and
- Mandatory front setback: 5m, plus 3m to levels above 4 storeys.

2.1.1 Is the mandatory provision strategically supported?

The exhibited documents do not provide a clear rationale for the proposed mandatory provisions.

The purpose for this Amendment, as best expressed by the DDO11 design objections, is primarily to:

- Encourage lot consolidation;
- Moderate height adjacent to lower scale residential areas;
- Enhance landscape character of the neighbourhood; and
- Prescribe increased setbacks along internal boundaries to reduce built form interfaces and amenity
 impacts with adjoining development in other zones.

While we do not fundamentally disagree with the underlying principles of lot consolidation as well as the refinement of built form controls to address emerging development and amenity issues in the neighbourhood; it is unclear whether mandatory provisions are the most effective way of achieving these outcomes. It is our concern that these broad-brush requirements will not foster innovative design approaches, or enable development of varying sizes, shapes and contexts to emerge.

Further, the recommendation and proposal of these mandatory controls contravenes State Government Planning Practice Note 60, which states that mandatory height controls should only be considered in exceptional circumstances, such as significant heritage places or significant landscape precincts.

It is important to note for context that the City of Whitehorse implemented the residential zones which currently apply today through Amendment C160 on 14 October 2014. As part of that Amendment proposal, Council put forward a mandatory height provision of 4 storeys (13.5m) for Schedule 2 for the Residential Growth Zone (RGZ). This request was not adopted by the Minister, which indicates a strategic reluctance to impose mandatory provisions in lieu of performance based standards.

2.1.2 Is the mandatory provision appropriate to the majority of proposals?

While the scope of our Building Footprint Analysis is limited to the subject site, we submit that it is unlikely that the mandatory provisions are appropriate to the majority of properties within the DDO11 area. This is on the basis that land on the southern side of Burwood Highway that is nominated within the Substantial Change Area is highly fragmented into smaller lots, each containing relatively narrow site widths and deep lengths.



In the case of the subject site, it is our view that the proposed mandatory requirements, coupled with the onerous discretionary provisions, significantly undermines development in the absence of lot consolidation and would result in an unnecessary loss of the flexibility and opportunity available within a performance-based system.

Discretionary controls would provide guidance for development proposals whilst allowing the assessment of potential impacts on neighbouring residential areas on a case-by-case basis.

2.1.3 Does the mandatory provision provide for the preferred outcome?

The proposed application of mandatory built form controls, has in our view, failed to account for the range of development opportunities that exist across the DDO11 area, and the likelihood that sites would be brought forward for development.

The proposed amendment would apply the same controls to a mid-block, large, consolidated parcel of land (>1,000m²) as it would to narrower residential properties which are typical along this stretch of the Burwood Highway (generally 15m wide and are within fragmented ownership).

In addition, the setback provisions (mandatory & discretionary) prescribed under the new DDO11 are applied irrespective of the proposed height. The onerous setback provisions are aimed at combatting higher (i.e. 6 storey) built forms. As demonstrated within the enclosed Building Footprint Analysis, these provisions significantly undermine the redevelopment potential of narrower, corner blocks of land (such as the subject site) which are more likely to envisage lower scale built form due to the smaller site area, sensitive site interfaces, access arrangements and planning controls. Discretionary provisions are therefore more appropriate in this instance to allow for a reasonable assessment of sites of varying sizes and widths.

While we accept that lot amalgamation is preferred and in principle should be encouraged, in our view the provision of mandatory provisions does not provide a panacea for this objective. We concede that in some instances it may force landowners to sell their land to a larger developer, however, for the most part we believe it will result in this growth corridor lying dormant and its redevelopment potential unrealised.

2.1.4 Will the majority of proposals not in accordance with the mandatory provision be clearly unacceptable?

A cursory review of land within this DDO precinct, indicates that sites on the southern side of Burwood Highway may, if consolidated, be capable of accommodating height in excess of the mandatory provisions, which are capable of meeting the objectives of DDO11.

Many of these sites benefit from a depth of roughly 50m, meaning that recessed upper floors could be provided in redevelopment proposals, albeit on consolidated land parcels, therein resulting in very limited impact on the streetscape or character of the neighbourhood.

2.1.5 Will the mandatory provision reduce administrative costs?

We consider that the proposed mandatory provisions are unlikely to significantly reduce costs imposed on the Council, applicants and the community. Whilst we accept that the proposed controls would deter planning applications above or outside of the prescribed controls, the majority of sites are already likely to be constrained from accommodating more than a few storeys by a combination of factors including size, sensitive interfaces, access arrangements and existing planning controls. We submit that the opportunity cost of failing to realise the strategic development opportunity of smaller development on corner interfaces, would result in greater administrative costs to the council and the community, as demand for growth and supply of appropriate sites diminishes.

2.2 Transitional Provisions

Based on our review of the exhibited documents, there does not appear to be any proposed 'transitional provisions'. Should this Amendment be put to a ministerial decision soon after public exhibition, the lack of transitional provisions would place unnecessary time pressure on landowners to act on, as well as explore the redevelopment potential of their property.



3 Conclusion

As described in this submission, we strongly oppose the imposition of mandatory built form controls on the subject site. On the basis of our Building Footprint Analysis, it is our view that more nuanced built form controls which are performance based in nature are a more effective tool to accommodate appropriate built form which aligns with the objectives of the new DDO11. On this basis, we request that the Council revisits the planning controls which would apply to the subject site.

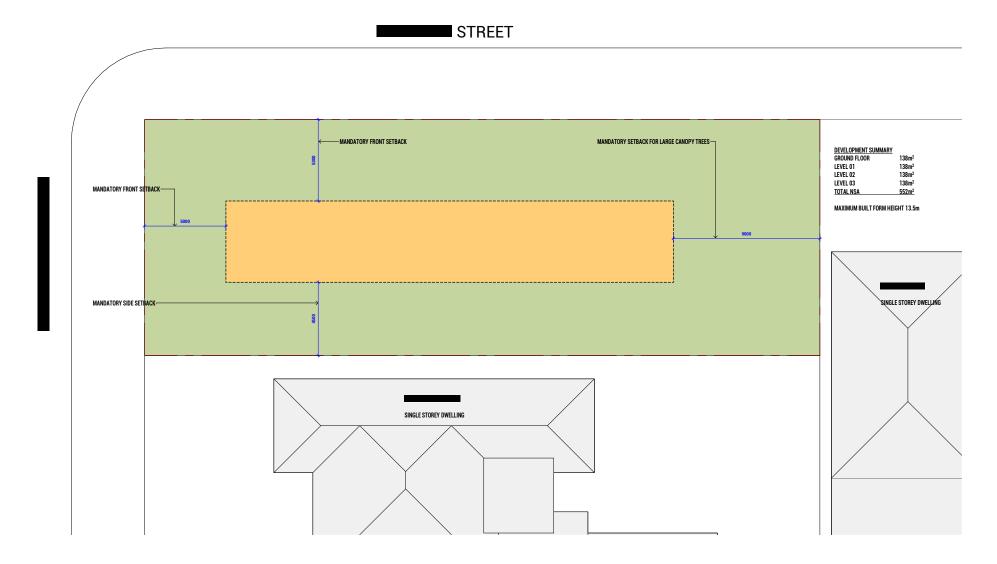
In their current form, the proposed mandatory controls are lacking in strategic justification and we see no benefit that could reasonably outweigh the loss of opportunity and flexibility in a performance based system. Whilst we are supportive of the design objectives of the proposed planning controls, we believe that a range of outcomes should be available to deliver quality planning outcomes.

On the basis of this submission, and on behalf of our clients, we formally object to the Amendment and request that the proposed mandatory built form controls be abandoned insofar as they relate to the site. Further we request that the standard setback requirements (Clause 55, B17) which are considered appropriate broadly across Victoria should continue to be applied to our site and others within GRZ2. Our clients reserve the right to make further statements in respect of the Amendment.

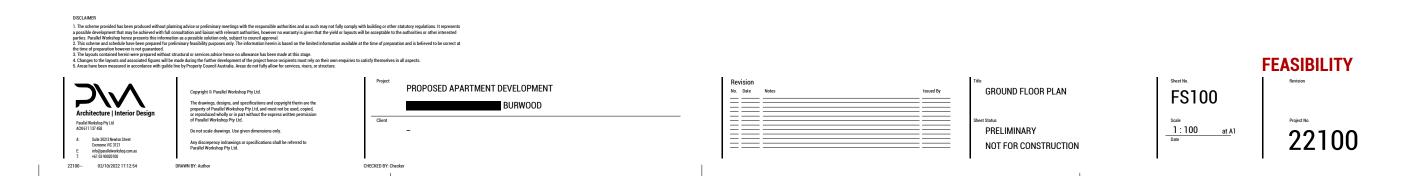
Should you have any queries or require any further information please do not hesitate to contact the undersigned on 03 9909 2202 or by email to ashlea@humanhabitats.com.au.

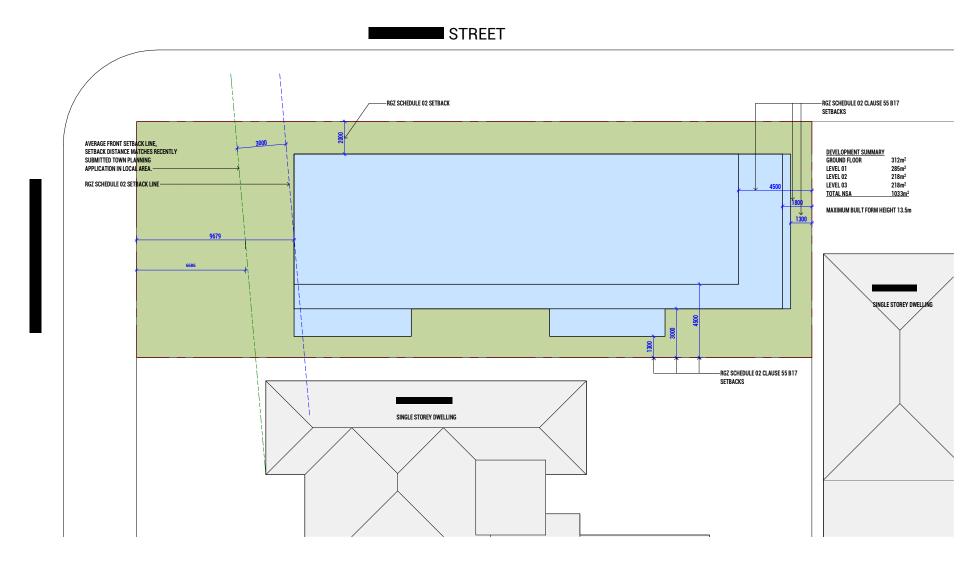
Yours sincerely,

Ashlea Salter Senior Planner

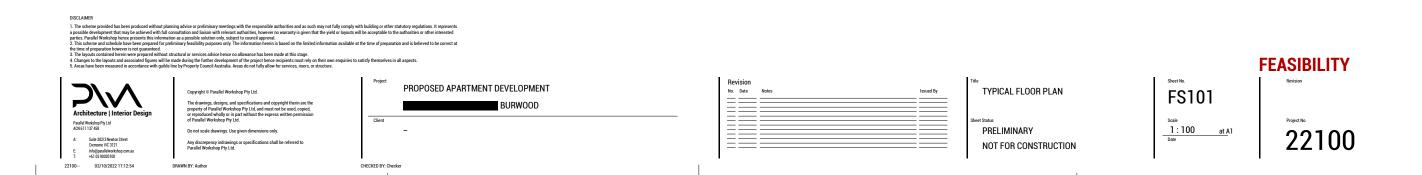


PROPOSED AMENDMENT TO CURRENT PLANNING SCHEME





CURRENT PLANNING SCHEME



City of Whitehor Submission: Post1
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Service Contre
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Sent to Central Records
to Whitehorse Egan Planning and Development Submission C220 31102022.doc

31 October 2022

Locked Bag 2

Nunawading VIC 3131

PLEASE REPLY BY EXPRESS POST TO:

Strategic Planning Unit – Amendment C220whse
City Planning and Development Department
Whitehorse City Council

Re: Record No 22/227803 from Alison Egan, Coordinator Strategic Planning, and dated 21 September 2022

This submission re C220whse refers in particular to the so-called RGZ (C220-RGZ) in that part of DDO-11 on the Whitehorse Corridor, south of Whitehorse Road between Blackburn and Laburnum railway stations.¹

1. Aspects of classism, status prejudice and or SES bias embedded in the study area boundary²

Recall when the work of Professor Rob Adams, encouraging development along transport corridors, was becoming known (2007-2010). I discussed these matters with Tony Robinson MLA, former State member in the former seat of Mitcham. I pointed out that Laburnum Street, along the <u>south of the railway</u>, would be best choice of street-for-development, if Professor Adams' principles were to be adopted in Blackburn.

Why? Firstly, there were east-west road connections south of the railway that were absent to the north.

Secondly, there were villa units along the railway side of Laburnum Street. It was already 'developed'.

Thirdly, development south of the railway would enable local traffic management to be implemented and keep congestion and parking away from the vital east-west road corridor along Whitehorse Road.

Fourthly, the area south of the railway had access to local parks and areas for active recreation that did not exist between the railway and Whitehorse Road and or were not accessible to people living there.

It is notable that Laburnum Street, and areas along the south of the railway, are not in the study area and not slated for development. Although developed in part, with superior *direct* access to bus and rail, it has in effect been protected from denser development. This does not make sense. It seems not a neutral act.

² Note: This aspect of the submission refers to the drawing of the boundary *per se*. The submission does not reflect on the professionalism of planners with conducted the residential corridors built form study.



More precisely, the area bounded by:

the front of properties facing Whitehorse Road between Vine Street and Minna Street

the front of properties facing the west side of Vine Street

[•] the front of properties facing the Camberwell-Ringwood railway line

the front or rear of properties facing Middleborough Road between Vine Street and Minna Street

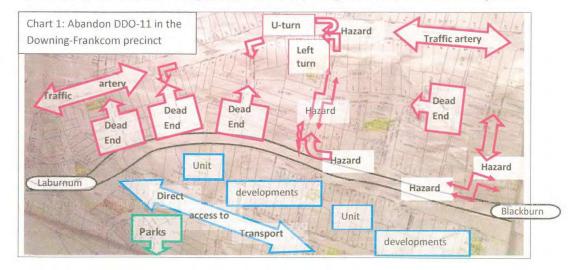
Consider the aspect of bias, with undue regard for 'status', in setting the boundary to protect the south:

- DDO-11 protects higher socio-economic status (SES) areas south of the railway, apparently reflecting greater affluence and influence of residents. In that sense, DDO-11 is a political act, 'performative'.
- In consequence, <u>lower status more vulnerable people are targeted north of the railway</u>. This submission returns to the theme, that people north of the railway have been subject to years of planning blight

Transport, allotment size and hazards say that DDO-11 should be abandoned north of the railway (Chart 1):

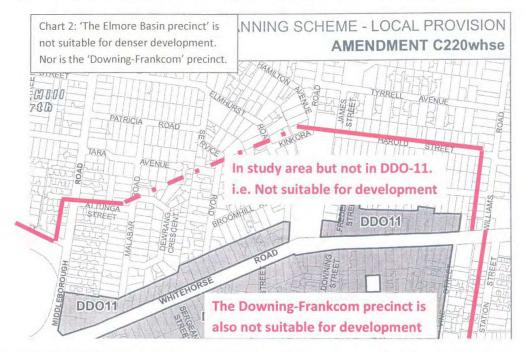
- Perversely, DDO-11 excludes from development large allotments south of the railway line, which were developed as units before the so-called 'zone of natural change' was implemented. Why ignore them?
- DDO-11 excludes large allotments south of the railway that have easy access to parks (Blacks' Walk).
- In the north, there is a tiny, featureless park in Lithgow Street. Access to Elmore Basin 'park' is prevented by Whitehorse Rd, where cars speed through a 'chicane' curve. There is no pedestrian crossing.
- Perversely, DDO-11 excludes large allotments south of the railway line, which have direct access to
 public transport along east-west local roads. Why exclude from DDO-11 seemingly eligible allotments?
- In consequence, DDO-11 will exacerbate traffic congestion and parking problems—problems already unmistakable after a decade of dual occupancy and unit developments north of the railway line.
- Roads north of the railway line are narrow. Passing and overtaking require caution, even if no cars
 are parked. Denser development has increased on-street parking, adding to congestion.
- DDO-11 includes traffic hazards. There are four dead-end roads; and two 'dog-leg' corners. Before
 denser development, there were collisions with fences and infrastructure; and seemingly more since.
- Eastbound traffic seeking entry to Frankcom or Sergeant Street must enter a 'slip lane' and perform a 'U' turn across west-bound traffic and in the face of vehicles turning left from Downing Street.

What on earth are you planners thinking, ignoring opportunities for sensible orderly development 'south' of the railway line, while elaborating hazards and over-exploiting resources north of the railway line?



 Reduce hazards and over-exploitation of resources north of the railway line. If 'the Elmore precinct' is not suitable for denser development, neither is the 'Downing- Frankcom precinct'

A change to the study area / DDO-11 north of Whitehorse Road in the vicinity of Elmore Basin makes my point. The study area embraced O'Hara and Harold Street, as well as Broomhill Avenue to Attunga Street.³



O'Hara and Harold and Attunga Streets, as well as Broomhill Avenue were excluded from DDO-11. Of course they were excluded. They were found not suitable for denser development. This 'Elmore precinct' has road hazards on narrow streets serving (mostly) single storey dwellings with a few dual occupancies and 2-storey units. The Elmore precinct' is equivalent to the Downing-Frankcom precinct shown in the Chart on the previous page. The Elmore precinct' was abandoned as a development opportunity.

Likewise, the Downing-Frankcom precinct should be abandoned for denser development. It is unsuitable.

 $^{^{3}}$ Likewise, west of Middleborough Road, the study area embraced Bolton and Pendle Streets, not in DDO-11



3. What should happen to the boundary of DDO-11 in the Downing-Frankcom precinct?

Residential streets in the Downing-Frankcom precinct should be abandoned for denser development.

Chart 1 shows the Downing-Frankcom precinct is unsuitable. Chart 2 confirms this on relative grounds:

- The Elmore Basin precinct and Downing-Frankcom precinct share features.
- · The Elmore Basin precinct was abandoned for denser development.
- Denser development would be permitted on properties along the north of Whitehorse Road.
- Residential streets in Downing-Frankcom precinct should also be abandoned for denser development.
- Pragmatic evidence-based consideration is given below to permitting denser development along the south of Whitehorse Road adjoining the Downing-Frankcom precinct.

3.1 Responsibility and accountability

Any decision made <u>by Council</u> re DDO-11 should protect residents and their residential amenity. It may be that the State over-rules Council. That would be a political decision with ramifications for the State.

3.2 Pragmatism informed by evidence

Experience in practice and the papers seem to indicate that the State Government will impose its will re denser development along Whitehorse corridor. A pragmatic response, informed by evidence as well as by resident needs and interests, might be as follows:

- For Council to concede denser development along the south side of Whitehorse Road, as it has conceded the north side (see Chart 2 above).
- For Council to protect residents by adopting the most stringent planning and development controls
 in the Downing-Frankcom precinct (certainly in Downing, Lithgow, Hindon Streets and Railway Road).

3.3 Consequence of this evidence-based appraach

This evidence based pragmatic approach would optimise decision making at each level of the system:

- · Residents in the Downing-Frankcom precinct would be protected from over development.
- Whitehorse Council could begin to meet its obligations to residents in this blight-affected area.
- . The State could have its way by achieving denser development along Whitehorse Road.
- The State would carry the cost of dealing with consequences of its development policy, by dealing
 with future problems of congestion and reduced traffic flow along the Whitehorse Road arterial.

3.4 What about Frankcom and Sergeant Streets?

Development has already commenced in Frankcom and Sergeant Streets. Council and residents will be left with costs arising. The existing over-development should stop where it is. Take a look at Chart 1.

3.5 What about the Amendment, e.g. 22.03-7

Stringent setbacks, architecture, height, separation, overshadowing, landscape and access will be required.

4. Height limits, set back, overshadowing, overlooking and so-on

4.1 Protect Whitehorse Road streetscape

The photo below shows residential development in a formerly light industrial / warehouse area between Nicholson and Lygon Streets in North Fitzroy / East Brunswick.

- From the point of view of the street, development is in effect limited to two stories
- The street is wide built to allow stopping traffic as well as through traffic.
- The street is perhaps equivalent to one 3-lane carriageway along Whitehorse Road.
- It shows that development along Whitehorse Road should be limited to 2-stories, not the 6-stories proposed in C220.



Image: IMG_0519 East Brunswick set back 4 storey 19102022.JPG

4.2 Setbacks of upper stories are viable only where blocks are consolidated

In this part of East Brunswick, taller developments have been permitted on larger blocks, some from former factory premises and some consolidated from smaller blocks into larger blocks.

Note that 'taller' means ~4-storey where the upper floors are set back. 'Taller' is not suitable on the smaller sort of blocks in the Downing St area.



'Taller' is not suitable on the narrow local roads in the Downing Street-Frankcom Street area.

None of the local streets in Whitehorse is wide like the street shown in the photo above. Local streets in Whitehorse are not equipped for such development. In Whitehorse the sort of development shown would be over-development on grounds of congestion bulk and more. Why are you proposing it?

4.3 Laneways are public open space, not a development opportunity

As I understand it, Council sought unambiguous controls re front, side and other set-backs. I gather that the State required a change in this, where 'required' was backed by a threat of not allowing C220 to be displayed. This seems like bullying to me. I do not like bullying. I reject bullying and repudiate the result.

I gather that an officer of the State government required ambiguity to be introduced, for example where a laneway beside or behind a property could be used as part of a setback requirement.

- A laneway is public open space. Just as one would not want development to take place on the boundary of a local park, one does not want development on the boundary of a laneway.
- A laneway has integrity which should be respected. A laneway is ours, not a development opportunity.
- In any case, ample setbacks are required to protect adjoining houses. The photo below is intended to show what an ample set- back would be between a 2-storey development and an adjoining house.
- In fact the '2-storey' is the western edge of the 4-storey development on the previous page. In other words, the photo shows two sorts of setback setback at ground level and setback of upper storeys.



IMG_0522. Side setback in former light industrial area of East Brunswick showing house screened from 2-storey development

4.4 Summary re protecting the Downing Street local precinct from RGZ over-development

Within the Downing-Frankcom precinct, single storey / low rise dwellings still predominate along Hindon, Lithgow and Downing Streets, as well as Railway Parade. These should be protected.

If blocks are consolidated, 2-storey development could occur on Whitehorse Road, with ample set back, parking and provision for permeable ground to protect and preserve our trees and ground water. Stringent and not negotiable limits are required re set back, overshadowing, overlooking and so-on.

The C220 Residential Growth Zone offends every one of these principles. Stop it.

5. Planning blight

5.1 Incremental development

I bought a home with garden zoned 'Residential C', close to bus and train transport, so that I could live independently while managing several disabilities, and continue a good life while 'ageing in place'.

In the time since my precinct was redefined as a 'zone of natural change', responsible authorities have allowed 'dual occupancy', then 2-storey, then 4-storey and are now proposing 6-storey development.

5.2 Requests for community support and (re) development

In a letter to Jeff Green, Director of City Development, and dated 17 October 2022, I sought immediate and ongoing action to redress the impact of planning blight that has affected my precinct and community; blight which Council created and has allowed to continue despite requests; and which will worsen under RGZ-C 220. Concerningly I have no reply to matters relevant to RGZ-C220, including

- Attachment 1 to that letter was response to a Community Survey in 2016 that Council
 planning decisions and neglect were destroying my neighborhood community in favour of property
 development. Damage to neighbourhood community needs to be rectified.
- Attachment 2 was an example of request for community facilities to offset development pressure, including requests for additional and upgraded open space 2009 and 2010

RGZ-C 220 should be re-conceived to enable community redevelopment and support; and made conditional on such support being put into place.

5.3 Biodiversity and sustainability of local precinct

In a letter to Jeff Green, Director of City Development, and dated 10 October 2022 I drew attention to the effects of development on local environment, ground water and sustainable biodiversity. I noted a policy vacuum at Whitehorse, including resistance to promoting biodiversity. I indicated that Council should embark on intensive efforts to create and maintain the biodiversity of streetscapes in areas affected by C 220. Moreover, additional open space should be provided in my local precinct. I have not heard from Jeff Green or Terry Jenveg (Manager Leisure and Recreation Services) re this.

5.4 RGZ C220 creates a 'double bind', the logic of which I reject

My local precinct, with its single storey / low rise dwellings along Hindon, Lithgow and Downing Streets, as well as Railway Parade, need to be protected, in two respects, by it was worked to be protected.

At least one Council officer has articulated a false logic: that one will benefit from the RGZ-C 220 amendment because otherwise the State will allow even more horribly detrimental developments.

I do not agree. I ask Council to affirm for my local precinct, the need for stringent not negotiable limits on the height and density of developments including re set back, overshadowing, overlooking and so-on.

Submission: Email5

Strategic Planning Unit

Amendment C220whse Burwood East 3151 25/10/22022

To Allison Egan
Coordinator Strategic Planning
City Planning and Development Department

Dear Sir/Madam

I received by mail your Notice (Record No 22/227805) of the preparation of an amendment called Amendment C220whse. Thank you for this notice.

After looking at these proposals I decided to submit to Council the attached concerns. I believe that the proposed changes will heavily impact residents adjoining these changes, especially those on the south side.

These changes will directly impact the quality of life that these ratepayers hve enjoyed. They will have their privacy heavily impacted in terms of being able to enjoy their life style (back yards including BBQ etc) as well as a reduction of sunlight especially during the winter months. This will impact heavily on their heating costs in winter with an associated increase in CO2 emissions, which seems contrary to society's wish to decrease these emissions because of climate change.

I look forward to hearing from you with regard to my input attached.

Yours faithfully

Re Schedule 11 to Clause 43.02 Design and Development Overlay

I have read through the proposed Schedule 11 as outlined above and want to make some observations. The way the rules are written seem to be focused on what is called 'Open Public Space ' which is not defined anywhere but I presume that it relates to Public Parks and Gardens which could be affected by the proposal.

Nowhere is there any mention of any impact that these rules have on existing private structures and their 'Private Open Space' such as front gardens and back yards. Moreover, the words 'Visually Dominate the streetscape' I believe relates to the main roads affected by these proposals. Again, nothing is mentioned with regards to the already established private houses and the side streets adjoining the proposed changes.

Following are some remarks about the various sections in Schedule 11.

Sec 1.0: Design Objectives:

Sentence 1:

This specifically mentions 'high quality public realm and public open space etc.' It never mentions the Private aspect of Space at all. I regard this as a very biased opinion which does not consider the impact this will have on the ratepayers. This can be remedied to a great extent **by NOT allowing buildings to be more than 4 storeys high.** Does 'PRIVATE realm and PRIVATE open space' come into the picture? Fig1 shows that the proposals will HEAVILY IMPACT MY PRIVATE OPEN SPACE, namely **outlook, sunshine and privacy**.

Sentence 3:

That building heights proposed do not visually dominate the street or compromise the character and amenity of adjacent low-rise buildings. What does 'visually dominate ' mean? And who ultimately decides on whether a building does 'dominate' the street-scape. Is there any difference between a building in a valley compared to that on a hill? Presumably the one on the hill WILL dominate the surroundings and be more pronounced to the surrounding area. Can buildings in such locations be curtailed in height to minimize this 'Domination'?

Sentence 5:

To encourage lot consolidation to achieve MAXIMUM building heights. Firstly refer to my comments above re buildings on a hill. Such a proposal will not only maximize building heights, it will also mean a continuous block of flats stretching over two or more adjacent blocks. This will result with a 'Wall of China' escarpment, denying existing houses to the south of such buildings loss of sunshine (especially in winter — meaning more energy usage to keep houses warm thus impacting on CO2 emissions, apart from the extra cost for energy usage to be borne by the rate-payer) and as mentioned above, privacy. Does this comply with the Council's Policy on Green House emissions and Climate Change? Presumably the Council has such a policy. What about the impact such shadowing will have on existing solar panels? This will also restrict and discourage ratepayers from embarking on solar energy.

Sec 2.0: Buildings and Works

Building Height

Maximum height of 19m which does not include any services placed on the rooftops. Why should this be so? A maximum height is, by my understanding of the word exactly that, a limit which is not to be exceeded. Plant on the roof should be included within the 19 metre height limit. Apart from the fact that, as stated earlier, the maximum number of storeys should be limited to 4.

Building set backs:

Table 1: Please explain the diagram. One would think that the plan of the building would be rectangular. So what are the side wings shown for?

Presumably these 'frontal' dimensions would apply to both sides of a building on a corner or is there only one front, that being the side facing the street which carries the address of the property. If not then the visual dominating impact will be very obvious from the side street perspective.

Table 2:

How does the proposed 9 meter rear setback relate to other Council Rules requirements, as **in Schedule 3 to Clause 32.09**: **Neighbourhood Residential Areas**. I presume that the proposed 6 storey buildings are by definition

'residential areas', which would mean that they should comply with these rules. If these rules are applied, then Section 3: Requirements of Clauses 54 and 55, side and rear setbacks would apply. If so, a 19 metre high building would have to have the top of the building set back 12 metres from the rear boundary and not 9 metres as proposed.

(Extract from this schedule:

Side and rear setbacks: Requirements of Clause 54 and Clause 55.

"A new building not on or within 200mm from a boundary should be set back 1 metre from the side boundary, 3 meters on the other side boundary and 5 metres from the rear boundary, plus 0.3 metres for every metre of height over 3.6 up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.)

Presumably this rule would apply to all four faces of a 19 m high building! To me the proposed amendment is contrary to the application of these rules. The average householder will be treated differently to the developer. Note also that Sect 5 of these rules do NOT have a limit on the height of a building, meaning that these rules can apply to a 6 storey or 19 metre high building.

This also should be related to you cover letter dated 21st September where in the last paragraph of page 1 it states: 'The new controls will primarily introduce a mandatory building height and front set back, and *discretionary* side and rear set backs'. So which is it, set side and rear setbacks or discretionary set backs? This literally means that apart from the front setback a building can cover the whole block!!

As an aside, but an important one. The Australian Standards Association (on which I served as a committee member on a number of occasions) specifically bans the use of the words 'should, will, must not and should not". They use the word 'shall' which is defined as a mandatory requirement of the code and is legally binding.

The bullet point leading to Table 2 uses the word 'should' meaning that an appeal can change this requirement. If this is not the intent, then the word 'shall' should be used.

Another interesting argument is the side setback for levels above 4 storeys. This calls for a setback of 4.5 metres. Why does this not also apply to the rear

of the building? What is the difference between sides of a building? Existing buildings looking at the rear of such buildings will be impacted by this

Overshadowing:

Again, the sentence relates to adjacent PUBLIC OPEN SPACE!! No mention is made on the adjacent 'private space' of the impacted rate payers and it only applies for a specific time on a specific day, that is the Spring equinox. No mention of the Winter Solstice at all. And what a bout the months before and after?

Fig 2 shows the impact this has over my property and the next door neighbor from a max height building according to these proposals. It would be even worse if the building is over a lot consolidation (in my case over nos 130,132, 134 and 136 Burwood Highway). This, as stated earlier, will form a solid wall to my north reducing valuable periods of sunshine which I have enjoyed so far. It also intrudes on my privacy as stated earlier.

If an existing building facing the main roads has one of these buildings on either side, they will reduces the number of hours of sunshine for that particular building. Simple trigonometry shows that a triangle with a base of 22.7meters (made up of 4.5 meters setback plus the block width of 18.3 metres) and a height of 19 metres subtend an angle of 40 degrees. This means that there is a window above the block of 100 degrees equivalent to 6.6 hrs of shade and sunshine. The actual number of hours of total sunshine is only 2. ((Derived from a triangle with a base of 4.5 m and a height of 19 m giving an angle of 76 degrees resulting in a window of total sunshine of 30 degrees or 2 hours). So no sun is seen before 9.20 am and no sun after 2.40pm on a day around the equinoxes. This results in the deprivation of sufficient sunlight for the well-being of those living in the household and an increase in living costs as far as comfort level re Air-Conditioning etc are concerned especially in winter when the sun available is less than that at other times of the year. No way will this promote solar energy installation!!

Decision guidelines:

(The Bullet numbering is mine for quick reference)

Bullet point 1: Who decides what is an 'appropriate transition to adjoining residential zone" and what about 'Private open space'? What does 'appropriate transition' mean anyway?

Bullet point 2: Good to see the retainment of expansive sky views along the corridor, but what about adjoining effected buildings? Any views that I have now to the North and North-West will be eliminated. See also my remark above under 'Overshadowing'.

What does 'maximum solar access mean? Mine is good at the moment, but will be heavily impacted if these rules are adopted, especially in winter. (For your info: presently on sunny wintry days I allow the sun to warm up my lounge room, using A/C only if overcast and after the sun sets. The new proposals will mean that I will have to use my A/C to heat my room basically all day till say 10.00pm. raising my CO2 footprint plus increasing my energy costs. So much for the Councils views on Climate Change. Again please refer to my comments above under 'Overshadowing'.

Bullet point 4: How does this relate to 'encourage lot consolidation' in Section 1?

Bullet Point 7: I do sincerely hope that the words '...development provides adequate sunlight, daylight and privacy, and outlook from habitable rooms, for both existing and proposed development' are taken into account for both the owners or tenants of the new apartments but ALSO for the benefit of surrounding existing buildings which are impacted by dais buildings. The only way I can keep the amenities which I have enjoyed for the last 54 years is by NOT allowing these proposals to go ahead, or at the least to limit the building heights to no more than 3 storeys and then only on the existing lots.

Bullet point 8: a) Why consider one day of the year when talking about this point? What about the rest of the year? And why not June 21st when the shadows are longest?

Summary:

These proposals do not, in my opinion, look after the residents adjoining properties especially those to the south of these developments as they will be

heavily impacted by a reduction of the availability of light and sunshine as is their right. This is especially so in winter.

These rules will also create visual pollution as they will create a veritable 'WALL of CHINA' along both sides of the road. This will impact heavily from both the streetscape's aspect as well as on views of the open sky and views near the horizon.

These setback rules may or may not be adhered to because the wording used is not legally binding. Words such as 'should' or 'may' must be replaces by the word 'shall' which is legally binding as set out in the Australian Standards. There is also a conflict about setbacks as indicated in my comments under Table 2.

Set backs are applied to the front and side upper parts above 4 storeys, but why are they not applied to the rear as well? Is the visual impact from the street side only applicable to the itinerant driver of a car? Why not the same rules to the resident ratepayer?

There will be a very heavy increase in the number of cars along the road. Parking spaces underneath these buildings are never enough to cater for the owners' cars. This is easily observed along Burwood Rd east of Middleborough Rd mornings and nights. This results in choking the road from three lanes to two. There will be an impact in side streets adjoining these developments caused by an increase in cars parking there due to a lack of insufficient parking spots under these buildings or due to parking prohibition along the main roads during peak time..

There is a large emphasis on so called 'Open Public Space'. What exactly does this mean? Presumably public parks and gardens? Does the private open space of the ratepayer mean anything? After all they pay for the maintenance of public spaces but for what return when it comes to their own private space?

I trust that these comments will be looked into and I expect that I will be invited to attend any future public meeting on the matter.



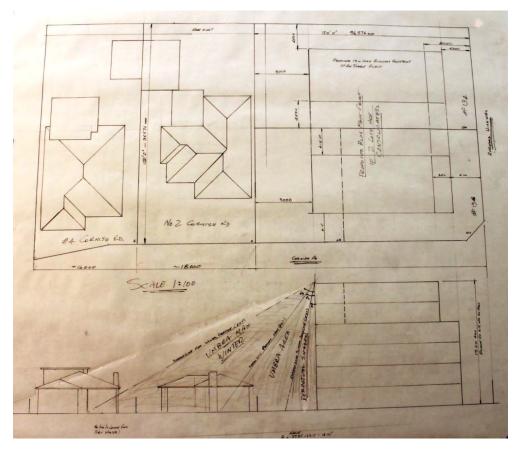


Fig 1: Sketch showing impact of proposal on my property at as well as my next door neighbour

My neighbour will virtually have sunshine for only the summer period plus maybe a month either side thereof. This denies me Sunshine when needed most in winter and intrudes into my privacy from persons living in the rear upper floors of such buildings

Visual Impact Statement



Fig 2: Photoshop impression of a 19 metre high building as suggested by the Proposal using lot appropriation covering lots 132 to 136 Burwood Hw.

Imagine this along the whole road, forming a veritable 'Wall of China'



View of proposal from Cornish Rd (South Side)



The view I have at present looking North



My future outlook!



My imagination as to what Burwood Rd might look like between Highview Grove and Cornish Rd looking west.



Imaginary view of Burwood Rd from opposite Benwerrin Dr looking East

Submission: Email6

From:
To: Tayla Wal; Customer Service

Subject: Amendment C220whse – Implementation of the Whitehorse Residential Corridors Built Form Study

Date: Friday, 30 September 2022 1:22:49 PM

Attachments:

Hi Manager,

We have intertest in a property and property and property and make this submission to express a general support the amendment, but would like to object the wordings of rear setback in DDO11 for the following reasons.

- 1. The Built Form Outcomes of Buildings are setback from the rear boundary as per Whitehorse Residential Corridors Built Form Study 5.0 attached are to:
 - provide adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments.
 - ensure they do not visually dominate or compromise the character of adjacent existing low-scale development areas.
 - allow for landscaping and tree planting, in particular large tree canopy to assist with a visual break between the lower scale built form of the adjacent areas outside of the RGZ.

The rear setback should reflect the scenarios where the developments are adjacent to the existing low-scale development areas in GRZ or NRZ or Lane such as 25-27 Whitehorse Road.

- 2. The rear setback of the development shall be from the rear boundary of the site on other side of the Lane, where the developments are adjacent to a Lane rather than from the rear boundary of the development.
- 3. 9 meter rear setback is too excessive and it is waste of valuable land and not necessary in term of landscape and visual bulk.
- 4. There shall be little difference between the side and rear setback from the point of view of the landscape and visual bulk.

We suggest:

- 1. to add one column to allow two scenarios as follows:
 - the development is adjacent to GRZ or NRZ.
 - the development is adjacent to RGZ.
- 2. to add a second dotted point at table 2 to define that the rear setback of the development shall be from the rear boundary of the site on other side of the Lane where the development is adjacent to a Lane.
- 3. The setback shall be Minimum of 5.0 metres with an additional 4.0 metres to levels above 4 storeys side setback where the development is adjacent to GRZ or NRZ.
- 4. The wordings of "Minimum of 4.5 metres with an additional 4.5 metres to levels above 4 storeys side setback" for side setback shall be adopted where the development is adjacent to RGZ.

Best Regards,

Director

From:

Subject: RE: Amendment C220whse – Implementation of the Whitehorse Residential Corridors Built Form Study

Date: Monday, 3 October 2022 11:20:25 AM

Attachments:



Thanks for talking to me to clarify the submission. It is good to hear that you will give some weight to our submissions.

As per discussion, DDO11 does not apply to 3 storey and under. However the wordings of "A permit is not required to construct a building or construct or carry out works for a development up to 3 storeys" under Building and Works don't spell the exemption out and may create some ambiguities and potential arguments.

I also mentioned in the phone, there are another two issues associated with 9 meter rear setback as follows:

- 1. There will be 18m between buildings, if building setback 9m from the both sides of the rear boundaries.
- 2. The six storey shear wall at the rear will be very bulk.

I wish this email can be our further submission.

Best Regards,

Submission: Email7



Strategic Planning Unit - Amendment C220whse

Whitehorse City Council

Locked Bag 2

Nunawading VIC 3131

Re: Your letter dated 21.9.2022 Record No. 22/227803 Attn

The proposed Whitehorse amendment needs to recognise that the streetscapes must remain pedestrianised and the built form should never overshadow people walking along routes, major routes, or minor routes.

Tree lined boulevards are essential for shade, habitat and personal feelings of wellbeing. Large setbacks and green spaces enable security by welcoming people to use the areas, they encourage walking in built up areas and reduce local car trips.

The transition from the footpaths to the Built should be cushioned by plantings, trees and lower growth items.

Neighbourhoods need protection from overshadowing as access to sunlight not only enables solar power to be used, it is also essential for people's wellbeing and mental health.

Oversized buildings abutting residential houses do require setbacks from all sides, north, south, east, west otherwise the inhabitants of the high-rise buildings have absolutely no open space of their own either. All people need trees and shade accessible, in their everyday life. All neighbours are entitled to not be overshadowed.

The loss of urban backyards decimates wildlife. Planting to feed and nourish wildlife is critically essential in these times of climate change. The built environment can no longer continue to wipe out local birds, insects, and native animals. We must embrace ecological diversity within all new built forms. Residential, and commercial construction must embrace a social responsibility to local citizens and wildlife.

Council's loss of powers to VCAT and State Governments has severely adversely affected the amenity of Whitehorse and integrating trees and wildlife corridors must be brought back to enhance local amenity.

Submission No. 16For Amendment C220whse



BY EMAIL

City Planning and Development Department City of Whitehorse Locked Bag 2 NUNAWADING VIC 3131

customer.service@whitehorse.vic.gov.au

29 November 2022

Dear

Whitehorse Planning Scheme Amendment C220 100 Station Street, Burwood

is the owner of the land at 100 Station Street, Burwood, which has frontage to Burwood Highway and is one of the properties affected by proposed Amendment C220 to the Whitehorse Planning Scheme.

Our land is directly affected by Amendment C220 which seeks to apply a Design and Development Overlay (Schedule 11) to the Residential Growth Zone properties on the Burwood Highway and Whitehorse Road corridors to facilitate more intense built form outcomes in response to the findings of the 'Whitehorse Residential Corridors Built Form Study'. The Amendment also makes minor policy changes and administrative changes to give effect to the new provisions.

The Study places our land in 'Study Area 4' where the desired future character is:

Along the tram corridor on Burwood Highway (Substantial Change) infill development including medium density housing and apartment developments will be common, however new buildings and additions will be set back at upper levels to minimise dominance in the streetscape and impact on nearby standard residential areas while retaining space for landscaping including trees. (p. 25)

The Study notes that building heights of up to six storeys may be possible, with height above this needing to demonstrate excellence in design, compliance with all principles and standards in this report, and methods used to minimise impact on adjoining residences. (p. 41)

The proposed DDO11 seeks to set out a mandatory maximum building height of 6 storeys and 19 metres and a mandatory minimum front boundary setback, as well as provide guidance in relation to side / rear setbacks, landscaping, overshadowing of public open space and the pedestrian interface. The DDO11 also proposes to control fence construction.

Our submission is:

- We are supportive of the Amendment in terms of the proposed increase to the current preferred maximum building height from 13.5 metres to 19 metres. We consider that the Amendment has benefits to delivering State and local planning policy outcomes for urban consolidation, '20 minute neighbourhoods' and achieving housing diversity and affordability.
- The Design Objectives in the proposed DDO11 do not reflect those in the Whitehorse Residential Corridors Built Form Study, and it is unclear the reason for this approach and how the variations have been derived.

- 3. The proposed DDO11 should be prepared on the basis of the building height discretion contemplated by the Whitehorse Residential Corridors Built Form Study that is, discretion for buildings above six storeys subject to achievement of nominated outcomes.
- 4. The proposed DDO11 proposes a mandatory minimum street setback of 5 metres which is not contemplated in the Whitehorse Residential Corridors Built Form Study at Section 3 (Design Principles) but appears as a mandatory control in Section 5.2. Having regard to commercially-zoned abuttals, the width of the road corridor, and other site-specific factors, the setback should be discretionary.
- 5. The proposed DDO11 should incorporate decision guidelines that better relate to the requirements of the Schedule, and allow opportunities for alternative design responses to meet particular site interface requirements. For example, our land adjoins Commercial 1 Zone land which is occupied by an intensive non-residential land use. The DDO11 appears to assume that all interfaces are residential-to-residential.

We note that submissions were requested to be lodged by 31 October 2022. However, we ask that Council accept this submission pursuant to Section 22(2) of the *Planning and Environment Act 1987*. Due to an administrative issue beyond our control, we have only just become aware of this matter and in this context we have prepared this submission in the most time efficient manner possible in order to avoid inconveniencing Council in the further processing of the Amendment and upcoming Panel Hearing dates.

We would welcome the opportunity to discuss this matter with you further, and I can be contacted on . In the meantime, we will continue to review the exhibited material provided by Council and look forward to your response.

Yours sincerely,



Attachment 2 - Amendment C220whse – Summary of Submissions and Response

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
YourSay1 (1)	YourSay	Wants the "greenness" of Burwood preserved and argues that buildings should be low along the tram line to showcase this greenness. Higher density building should be introduced away from urban growth corridors as there is more room in these areas. Prefer lower building heights as taller buildings negatively affect residents due to overshadowing.	In terms of the "greenness" of Burwood and retaining low buildings along the tram lines, this approach is not consistent with state and local planning policy which encourages higher density buildings along transport infrastructure such as tram routes with larger scale developments. There will be some overshadowing caused to land adjoining development proposed in areas where the Design and Development Overlay - Schedule 11 (DD011) will be applied. The proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land to the south. These are overshadowing and design and development considerations that can be adequately addressed for each specific planning application through the apartment provisions at Clause 58. Overshadowing provisions have been included in DD011 to reduce potential impacts to public land with the following provision: "Developments should not result in additional shadowing to adjacent public open space between 12pm and 2pm on 22 September." There are no changes that are suggested to the Amendment as a result of this submission.	There are no changes required to the Amendment as a result of this submission.
YourSay2 (2)	YourSay	Supports a mandatory maximum height of 19 metres (6 storeys) in all developments. No discretionary exceptions.	The submission supports mandatory maximum building heights of up to 6 storeys as proposed in the exhibited Amendment. The submission also states that there should be no discretionary requirements, such as the proposed side and rear building setbacks which are not mandatory. This is in contrast to the front setbacks and building height requirements which are mandatory. The intention of this submission is supported to include mandatory requirements for all building height and setback provisions. The Amendment submitted for authorisation was only supported by DELWP with the inclusion of discretionary side and rear building setbacks. However, submissions have been received about this issue both in support of, and against, mandatory setbacks. In response to this submission, it is suggested that a change should be made to the exhibited amendment through post exhibition changes to the Planning Panel to make the following change to DDO11 (with changes highlighted in red text): "Table 2 to Schedule 11 Buildings and works must be in accordance with the side and rear setbacks	A change to the Amendment is suggested to support mandatory side and rear setbacks through post-exhibition changes at the Planning Panel.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
			specified in the Table 2 to this schedule. A permit cannot be granted to vary this requirement."	
YourSay3 (3)	YourSay and Email	In addition to mandatory maximum heights and front setbacks, the submission supports mandatory side and rear setbacks in all developments being added to the amendment, due to overseeing and overshadowing concerns.	The submission supports mandatory maximum building heights and front setbacks as proposed in exhibited Amendment to better address overlooking and overshadowing concerns. The intention of this submission is supported to include mandatory requirements for all building height and setback provisions. The Amendment submitted for authorisation was only supported by the then Department of Environment, Land, Water and Planning (DELWP) which is now known at the Department of Transport and Planning (DTP) with the inclusion of discretionary side and rear building setbacks. However, submissions have been received about this issue both in support of, and against, mandatory setbacks. In response to this submission, it is suggested that a change should be made to the exhibited amendment through post exhibition changes to the Planning Panel to make the following change to DDO11 (with changes highlighted in red text): "Table 2 to Schedule 11 Buildings and works must be in accordance with the side and rear setbacks specified in the Table 2 to this schedule. A permit cannot be granted to vary this requirement."	A change to the Amendment is suggested to support mandatory side and rear setbacks through post-exhibition changes at the Planning Panel.
YourSay4 (4)	YourSay	Opposes any new development in their area until frequent flooding issues are addressed by Council (they have been flooded many times recently and drains have not been upgraded or replaced since 1960). In addition, they support height limits of 11 metres or lower (3 storeys) as a maximum in all developments. 4-5 storey developments create overshadowing issues. They also raise concerns regarding protecting the green spaces in their suburb, and argue that development threatens this as well as residential neighbourhood character and the mental health of residents. They claim families have already left the area due to these concerns. They also believe the zoning of their area is being changed with the introduction of C220.	The submission does not support new development as proposed by DDO11 in the areas affected by the Amendment. This is on the basis of a range of issues such as: 1. Flooding related impacts being caused by development. This concern appears to be based in an apparent lack of upgrades to the local drainage system which is reflected in the application of the Special Building Overlay (SBO) Controls to residential land in the area, some of which is zoned Residential Growth Zone - Schedule 2 (RGZ2). Drainage infrastructure could be improved as a result of new development in the area through potential infrastructure contributions and would be considered on a site by site basis through a planning application. This concern can easily be addressed through site by site development proposals. 2. Overshadowing concerns from the impacts of 4-5 storey development. There will be some overshadowing caused to land adjoining a development proposed in areas where the DDO11 will be applied. The proposed rear building setbacks help to mitigate the impact of shadows from 4-6 storey buildings to adjoining land to the south. These design and development considerations can be adequately addressed for each specific planning application through the apartment provisions at Clause 58. 3. The protection of green spaces in the residential areas of the suburb, the impacts on amenity and people's mental health and families moving out of the area due to development. The Amendment aims to enable open space areas with vegetation and particularly canopy trees to be provided in new development	There are no changes required to the Amendment as a result of this submission.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
			subject to the DDO11. Combined with building setbacks, this aims to protect the amenity and enjoyment of adjoining residential land. There has been no specific evidence provided about the direct impacts from recent development on people's declining mental health or about families specifically leaving areas where there has been recent development. In fact, recent developments are likely to have provided new opportunities for families and other types of households to locate in these areas. 4. The zoning of the area being changed by the Amendment. There are no changes proposed to the Residential Growth Zone - Schedule 1 (RGZ1) and RGZ2 as a result of the Amendment, so there are no zoning changes proposed to land subject to the Amendment, only changes proposed to design and development provisions through the proposed application of the DDO11.	
YourSay5 (5)	YourSay and Email	Submission includes a 33 page document outline of the significant overshadowing, privacy and view impacts on residents adjoining and adjacent to development areas. Argues no consideration for their loss of amenity is taken into account by the amendment. Detailed concerns include: Sunlight and daylight Loss of solar power efficiency, loss of heat from direct sunlight in homes, an increase on reliance on artificial lighting to light homes, decreased ability to grow food or dry clothes, as well as impacts on mental health from decreased direct sunlight. Diagrams included show affected existing properties affected for a "significant proportion of the year". They propose Council consider changing Schedule 11 to include impacts of overshadowing on existing residential and local business properties as well as public open space. Question why the example day in September has been shown rather than looking in winter when the sun is lowest in the sky and the impacts will be greatest. Privacy Overlooking will become a significant problem, especially due to a lack of stepped rear setback requirements. View Height limits should take into account the natural landscape, six storey developments should not be allowed on hill crests that then dominate views. Expansive sky views should be protected. New developments have views emphasised as strengths, whereas they impact on existing views of residents and businesses that have little say in their introduction / impediment	Submission raises issues of development impacts upon amenity, sunlight and daylight (impacts on solar power efficiency, inability to dry clothes and grow food), privacy, views and overshadowing that would result from the maximum building heights proposed in the Amendment. These issues are responded to below: 1. The Amendment has taken into account amenity impacts as a result of development proposed through DDO11 and it is not accurate to say that there has been no account taken of amenity impacts in the Amendment. 2. In terms of sunlight and daylight, daylight provisions are protected through planning schemes, but sunlight is generally not protected. There are now provisions in the planning system that protect solar voltaic cells so these would need to be considered in any planning application for development in DDO11 areas. 3. Overshadowing concerns from the impacts of 6 storey development - the overshadowing controls are based on the equinox, rather than the winter solstice. This is a typical metric used to assess impacts from proposed development and measure the average, not the extreme, impacts from proposed development and measure the average, not the extreme, impacts. It is anticipated that there will be some overshadowing caused to land adjoining a development proposed in areas where the DDO11 will be applied. However, the proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land to the south. The specific considerations can be adequately addressed for each specific planning application through the apartment provisions at Clause 58. In relation to anticipated overshadowing impacts of Submitter 5's property along Burwood Highway, Burwood East, modelling of overshadowing from the building heights and setbacks contemplated in DDO11 has been undertaken to test the submitter's assumptions and conclusions. These have been tested and modelled based on the equinox. There are obvious overshadowing impacts to this property (and adjacent land to the south)	A change to the Amendment is suggested to support mandatory side and rear setbacks through post-exhibition changes at the Planning Panel.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		to views. They question how 'adequate look' is determined, as outlined in 6.0 of the decision guidelines. They believe the amendment favours transient users of the area over existing residents and that resident feedback from previous consultation has been ignored. Impacts to traffic and parking have not been considered in the amendment. Three suggestions are put forward: 1. Lower maximum heights should be adopted for new developments specifically on the south sides of Burwood Highway and Whitehorse Road, to reduce overlooking and shadowing 2. Permits should not be granted to vary side or rear set back limits, especially for the same areas on the south sides of Burwood Highway and Whitehorse Road 3. Minimum mandatory rear set backs with stepping introduced to reduce shadowing and impacts on privacy Then there are 30 pages of example diagrams showing how 6 storey developments would affect land along the south side of four properties along Burwood Highway. Main findings of these diagrams show that, depending on where 6 storey new builds are built, residences could be affected by overshadowing and other issues up to 9 months of the year.	been slightly overstated due to modelling in the submission being shown for the winter solstice and not taking into account 4.5 metre side setbacks from development. These DDO11 areas are strategically important to provide areas of housing change, supply and diversity and it is appropriate that they allow a large degree of development and change in these well located areas, which help to protect other residential areas in the municipality. It is not suggested that changes be made to the proposed overshadowing provisions in DOO11 that currently apply to reducing shadowing impacts to public land being extended to private open space areas on adjoining residential land on this basis. 4. In terms of the impacts on amenity and people's mental health, there has been no specific evidence provided about the direct impacts from recent development on people's declining mental health in areas where there has been recent development. 5. Privacy issues are protected through the 9 metre rear setbacks in DDO11 so there is no need to make further changes in the Amendment, particularly in the supporting strategy with its recommended building heights and setbacks, locations for the application of the DDO11 and case study examples. Reasonable views have been considered and the issue of reasonable view sharing can be considered for each planning application in DDO11 areas, noting that in most cases no-one is entitled to a view through the planning consideration. 7. This issue of transient residents is not a valid planning consideration. 8. Traffic and car parking issues have not been specifically considered in the Amendment but are relevant considerations for each planning application where the car parking aspects are considered through Clause 52.06 of the Whitehorse Planning Scheme. 9. Suggestions were put forward to reduce building heights for development on the south side of Burwood Highway to reduce overshadowing impact to adjoining residential land and to ensure that there can be no variations to side and rear setbacks in	
YourSay6 (6)	YourSay	Submitter believes that parking, traffic flow, services (childcare, schools and shopping centres) are already stretched or have maximised possibilities, and cannot support higher occupancy	The issues raised in the submission are responded to below: 1. Increases in parking and on traffic flow in the area where the DDO11 is proposed are not being considered by the Amendment. These issue are relevant	There are no changes required to the

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		rates. Additional residents will cause an increase in crime and financial pressures.	considerations for each planning application where the car parking aspects are considered through Clause 52.06 of the Whitehorse Planning Scheme. 2. In terms of perceived impacts from increases to residential population upon commercial services and social infrastructure, these issues are part of Council's consideration of social infrastructure as part of its municipal community and service planning role and are regularly undertaken. With commercial services such as shopping centres, greater residential population will better support these commercial facilities and improve commercial viability. 3. There is no evidence or basis to the assertion that additional residents will cause any increases to crime in the local area or on financial pressures for residents.	Amendment as a result of this submission.
Phone1 (7)	Phone	Submissions states that height limits being discussed are too high due to overshadowing concerns.	The submission raises issues of development impacts from proposed 6 storey heights having detrimental impacts upon overshadowing to adjoining residential land. In terms of overshadowing concerns from the impacts of 6 storey development, the overshadowing controls are based on the equinox, rather than the winter solstice. This is a typical metric used to assess impacts from proposed development and measure the average, not the extreme, impacts. It is anticipated that there will be some overshadowing caused to land adjoining a development proposed in areas where the DDO11 will be applied. However, the proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land to the south. The specific considerations can be adequately addressed for each planning application through the apartment provisions at Clause 58 of the Whitehorse Planning Scheme. These DDO11 areas are strategically important to provide areas of housing change, supply and diversity and it is appropriate that they allow a large degree of development and change in these well located areas, which help to protect other residential areas in the municipality. It is not suggested that changes be made to the proposed overshadowing provisions in DOO11 that currently apply to reducing shadowing impacts to public land being extended to private open space areas on adjoining residential land on this basis.	There are no changes required to the Amendment as a result of this submission.
Email1 (8)	Email	Submissions supports 3 storeys as a maximum in all developments due to privacy concerns, wants to maintain the existing character of the streets in the areas surrounding the growth zones and worries about how development would blend with them. Believes development that includes underground parking is not feasible in the area due to frequent flood risks, and would like to see how Council will address this concern as well as pressure on existing parking, traffic flow, and services when they are all already stretched. Raises concerns around the	The submission does not support new development in the areas affected by the DDO11 being greater than 3 storeys. A 3 storey building height is not supported for an Residential Growth Zone (RGZ) area, where greater than 3 storey development is anticipated. Overlooking impacts are mitigated through the DDO11 controls by the proposed rear setbacks of 9 metres, which is a reasonable distance to prevent direct overlooking of adjoining residential land. In RGZ areas, neighbourhood character is not a relevant planning consideration. The DDO11 areas have been carefully chosen by Council as high density residential areas that are distinct from areas of incremental or minimal change. In terms of flooding related impacts and basements being proposed for future developments in DDO11 areas, these flooding concerns are related to the local	There are no changes required to the Amendment as a result of this submission.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		impact of increased pollution, noise and safety on all residents, particularly the young and the elderly.	drainage system which is reflected in the application of the Special Building Overlay (SBO) Controls to residential land in the area. Drainage infrastructure could be improved as a result of new development in the area through potential infrastructure contributions and would be considered on a site by site basis through a planning application. This concern can easily be addressed through site by site development proposals and if basement car parking is appropriate in particular cases. Increases in parking and on traffic flow in the area where the DDO11 is proposed are not being considered by the Amendment. These issues are relevant considerations for each planning application where the car parking aspects are considered through Clause 52.06 of the Whitehorse Planning Scheme. In terms of perceived impacts from increases to residential population upon commercial services and social infrastructure - these issues are part of Council's consideration of social infrastructure as part of its municipal community and service planning role and are regularly undertaken. With commercial services such as shopping centres, greater residential population will better support these commercial facilities and improve commercial viability. Concerns about the impact of increased pollution, noise and safety of residents must be addressed for a specific planning application in DDO11 areas through the Apartment provisions at Clause 58 of the Whitehorse Planning Scheme.	
Email2 (9)	Email	Submission states that residents of Burwood East who are unclear on how the amendment might affect them directly. However, they generally oppose the proposed heights in the amendment, believing additional storeys will have a negative privacy, security and sunlight impacts on residents.	The submission does not support new development in the areas affected by the DDO11 at the heights proposed of 6 storeys at an in-principle level. These RGZ areas, have been carefully chosen by Council as high density residential areas that are distinct from areas of incremental or minimal change in the municipality. The submission states that these building heights will have an unreasonable impact on overlooking of adjoining residential land, but these impacts will be mitigated through the DDO11 controls by the proposed rear setbacks of 9 metres, which is a reasonable distance to prevent direct overlooking of adjoining residential land. In terms of security, these is no detailed evidence that has been provided to suggest that security for adjoining residents will be compromised by future development as anticipated in the Amendment. The Amendment has taken into account amenity impacts as a result of development proposed through DDO11 and in terms of sunlight and daylight, daylight provisions are protected through planning schemes, but sunlight is generally not protected.	There are no changes required to the Amendment as a result of this submission.
Email3 (10)	Email	Submission raises concerns regarding the development height limits.	The submission does not support new development in the areas affected by the DDO11 at the heights proposed of 6 storeys at an in-principle level. These RGZ areas, have been carefully chosen by Council as high density residential areas that are distinct from areas of incremental or minimal change in the municipality. The 6 storey heights that have been proposed in DDO11 have been carefully	There are no changes required to the Amendment as a result of this submission.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
			modelled based on a reasonable set of amenity expectations and requirements for land subject to the Amendment and for adjoining residential land and are appropriate.	
Email4 (11)	Email	This submission represents the owners of a property (business) that fronts onto Burwood Highway. They oppose, and formally object to the introduction of mandatory height and front setback limits (irrespective of proposed development height) as those limits reduce the possibilities the property offers for future development (a new build on this site would render less than 50% of the site eligible for development). They request more nuanced guidelines that allow for assessments to be made on a case-by-case basis to accommodate innovation, unforeseen uses and peculiar circumstances beneficial to the community. They also state that Planning Practice Note 59 (PPN59) - The Role of Mandatory Provisions in Planning Schemes, September 2018 "also directs that mandatory provisions will only be considered in circumstances where discretionary practices are insufficient to achieve desired outcomes", and therefore argue that mandatory limits are not justifiable and "contravene" this practice note. They support this claim by citing State government's refusal to adopt mandatory height provisions of 4 storeys in Amendment C160 on 14 October 2014, indicating "strategic reluctance to impose mandatory provisions in lieu of performance based standards." While they have only made comment on behalf of one address, they feel that these objections would be relevant to many parcels of land in the southern side of Burwood Highway nominated as a substantial change area that have narrower plot sizes. They argue that rather than encouraging lot consolidation, which would then better accommodate the mandatory aspects of the amendment, the more likely outcome is redevelopment potential not being realised. They also put forward that "the lack of transitional provisions would place unnecessary time pressure on landowners to act on, as well as explore the redevelopment of their property. "In conclusion they request mandatory controls be removed from the amendment, as well standard setback requirements "(Clause 55, B17) which are considered a	The submission does not support mandatory building heights for development that will result from the Amendment and supports discretionary controls. In terms of the proposed DOO11 controls, these are based the Whitehorse Residential Corridors Built Form Study, 2019 that provides sufficient capacity and parameters for higher density development. Setbacks have been balanced against seeking improved residential amenity and landscaping outcomes while supporting transit oriented development. The proposed controls enable greater height and resulting development on lots affected by the Amendment, compared to the existing situation where discretionary controls encourage 4 storey development, which is of a lower scale than anticipated by the Amendment. Building setbacks have been included not just in response to overlooking (with or without a laneway or side street) but to also allow adequate areas for the provision of canopy trees, building separation and the minimisation of visual bulk. Land consolidation is encouraged in the DDO11 controls and an improved mechanism to help ensure lot consolidation could also assist in providing more viable development sites (such as a minimum lot size). However, such a change is considered to be a transformation of the Amendment and whether they are consistent with PPN59, there are exceptional circumstances included in PPN59 that enable mandatory provisions to be included in a planning provision where a specific design related public benefit can only be provided through a mandatory requirement. Including mandatory built form requirements to provide for public benefits such as reduced overshadowing of the public realm and an improved interface between development and streets, are consistent with the approach included in PPN59. There are a number of planning schemes, such as Darebin and Moreland, where Design and Development Controls with mandatory height and setback requirements have been introduced into planning schemes. Mandatory controls are necessary to meet the principles include	There are no changes required to the Amendment as a result of this submission.

	The submission does not support new development in the areas affected by the	A 1 1 11
south side of the railway line between Laburnum and Blackburn stations is an act of conscious classism and a political act on the part of Council. Their main concern seems to be around what parcels of land are included in DDO-11, as there are allotments directly outside of the zone, on the south side of the train line, that they argue would be better for development than the parcels of land included north of the railway. Their argument is that these parcels of land aren't included because residents south of the railway are of a higher socio-economic status than those north of it, and therefore inherent bias towards those more fortunate means limiting disruption to the area they live in. Listing many examples they argue that amenities north of the railway (the Downing-Frankcom precinct) don't lend themselves to additional development (open spaces, through roads, pedestrian access, traffic flow and existing hazards), when the south side would accommodate development more easily due to the absence of these impediments. They argue that Elmore precinct (shown on maps and diagrams provided, which sits directly to the north of the same section of Whitehorse Road and sits outside the DDO), has the same features as the Downing-Frankcom precinct (which is the precinct between Whitehorse Road and the railway that they argue is unreasonably targeted for development), and therefore if Elmore is outside the DDO then so should the Downing-Frankcom precinct as they share the same features. They request that if the Downing-Frankcom precinct is to remain in the DDO, that the most stringent planning and development controls be implemented in this precinct. They accuse the State Government of bullying Council by not allowing Council to mandate front, side and other setbacks. They show examples of multi-storey development with stepped back higher levels and argue that this kind of development is not in-keeping with the streetscape south of the railway along Whitehorse Road, adding that I nah precinct single storey residential dev	DD011 and supports redevelopment in areas to the south of the Belgrave-Lilydale railway. These areas are not supported by the Amendment. The DD011 areas have been carefully chosen by Council as high density residential areas that are distinct from areas of incremental or minimal change. These areas are based on the Whitehorse Residential Corridors Built Form Study, 2019 that provides sufficient capacity and parameters for higher density development with building heights and setbacks that have been balanced against seeking improved residential amenity and landscaping outcomes while supporting transit oriented development. There is no evidence that areas that have been chosen for the application of the DD011 controls have been chosen on the basis of the socio-economic standing of residents in those locations. The intent of this submission is supported to include mandatory requirements for all building height and setback provisions. The Amendment submitted for authorisation was only supported by DELWP with the inclusion of discretionary side and rear building setbacks. However, submissions have been received about this issue both in support of, and against, mandatory setbacks. In response to this submission, it is suggested that a change should be made to the exhibited amendment through post exhibition changes to the Planning Panel to make the following change to the DD011 (with changes highlighted in red text): "Table 2 to Schedule 11 Buildings and works must be in accordance with the side and rear setbacks specified in the Table 2 to this schedule. A permit cannot be granted to vary this requirement." The submissions states that there should be greater protection of biodiversity and green spaces in the residential areas of the suburb. In response, the Amendment aims to enable open space areas with vegetation and particularly canopy trees to be provided in new development subject to the DD011 and to support biodiversity. The landscaping provisions of DD011 include the following requirements: "Landscaping D	A change to the Amendment is suggested to support mandatory side and rear setbacks through post-exhibition changes at the Planning Panel.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		against incremental development given they bought a house in Residential C zone which has now been re-zoned four times since, and now threatens the amenity and enjoyment of their own home. They have made attempts to discuss concerns with Council and former MPs, the communications included evidence that the local community is generally not in support of these amendments. Finally, they raise concerns about future development having additional negative impact on the biodiversity and green spaces of the area.	will provide for an adequate distance to resolve direct overlooking to adjoining residential land. With overshadowing impacts from 6 storey development, there will be some overshadowing caused to land adjoining a development proposed in areas where the DDO11 will be applied. The proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land to the south. These design and development considerations can be adequately addressed for each specific planning application through the apartment provisions at Clause 58 of the Whitehorse Planning Scheme. No further changes are recommended to the DDO11 to address overlooking issues from developments in DDO11 areas to adjoining land.	
Email5 (13)	Email	The submission is from a long-term resident writing to complain about the possible negative impacts the building heights might have on ratepayers, especially those on the south side of Whitehorse Road. They note that the amendment doesn't make mention of allowances to private open space, only public open space, and that in general private spaces belonging to existing residents are not taken into account. They make the case that six storey buildings will affect their enjoyment of view, sunshine and privacy and state that no buildings higher than three to four storeys should be allowed near existing residential buildings. They seek clarification about who makes decisions on the appropriateness of a new build and whether or not it will dominate streetscapes or compromise character. They are concerned that without this being given proper consideration land parcels that are consolidated to ensure six storey developments can take place will outweigh concerns about these factors and will heavily impact existing residents in the corridor just south of Whitehorse Road. They question whether presumed impacts of six storey developments on their access to sunlight, including access to solar power and dependence on non-solar based heating, are in line with Council's greenhouse emissions and climate change policies. They're concerned this amenity would be even more greatly affected given that services might exist above the 19m limit six storey buildings have imposed on them in the amendment. They strongly oppose discretionary side and rear setbacks and feel the amendment is not clear on what rules apply regarding side and rear setback limits - their fear is of a six storey building set back at the front, but then six storeys high to the boundary of the new development, maximally overshadowing existing residential buildings, and they call for mandatory side and rear setbacks.	The submissions raises concerns about the following issues: 1. Overshadowing caused to land adjoining an development proposed in areas where the DDO11 will be applied is only be considered for public land. The Amendment includes overshadowing provisions to reduce potential impacts to public land with the following provision: "Developments should not result in additional shadowing to adjacent public open space between 12pm and 2pm on 22 September." The proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land including private open space for residential land to the south. These are overshadowing and design and development considerations that can be adequately addressed for each specific planning application through the apartment provisions at Clause 58, so overshadowing of adjoining residential land can be considered. 2. In terms of sunlight and daylight, daylight provisions are protected through planning schemes, but sunlight is generally not protected. There are now provisions in the planning system that protect solar voltaic cells so these would need to be considered in any planning application for development in DDO11 areas to meet Council's greenhouse emissions and climate change policies. 3. Overshadowing concerns from the impacts of 6 storey development - the overshadowing controls are based on the equinox, rather than the winter solstice. This is a typical metric used to assess impacts from proposed development and measure the average, not the extreme, impacts. It is anticipated that there will be some overshadowing caused to land adjoining a development proposed in areas where the DDO11 will be applied. However, the proposed rear building setbacks help to mitigate the impact of shadows from 6 storey buildings to adjoining land to the south. The specific considerations can be adequately addressed for each specific planning application through the apartment provisions at Clause 58 of the Whitehorse Planning Scheme. 4. Privacy issues are protected	A change to the Amendment is suggested to support mandatory side and rear setbacks through post-exhibition changes at the Planning Panel.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		They question the use of a date in spring to measure sunlight given the largest impacts on residents will be in mid winter. They further argue the negative impacts to residents who might end up with six storey developments on either side of their residence would render available direct sunlight to only 4-5 hours during winter. The submission states that new development will increase traffic flow and parking stress in the area. After their written submission they present a number of diagrams and sketches of how much six storey developments will interrupt and impact their amenity, specifically access to direct sunlight, privacy and views.	supporting Strategy with its recommended building heights and setbacks, locations for the application of the DDO11 and case study examples. Reasonable views have been considered and the issue of reasonable view sharing can be considered for each planning application in DDO11 areas, noting that in most cases no-one is entitled to a view through the planning process. 6. Traffic and car parking issues have not been specifically considered in the Amendment but are relevant considerations for each planning application where the car parking aspects of the Apartment provisions at Clause 58 of the Whitehorse Planning Scheme apply. 7. Concerns were raised about discretionary side and rear setback provisions and that they should be mandatory. Changes could be considered further to the Amendment through post exhibition changes to the Planning Panel to make the following change to the DDO11 (with changes highlighted in red text): "Table 2 to Schedule 11 Buildings and works must be in accordance with the side and rear setbacks specified in the Table 2 to this schedule. A permit cannot be granted to vary this requirement." 8. Character issues are raised but it is important to note that In RGZ areas, neighbourhood character is not a relevant planning consideration. The DDO11 areas have been carefully chosen by Council as high density residential areas that are distinct from areas of incremental or minimal change, where neighbourhood character can be assessed.	
Email6 (14)	Email	The submission is generally supportive of the amendment but objects to their perception of the requirements relating to rear setbacks. They (seem to) propose that rear setbacks: 1. should only apply when adjacent to residential land 2. where a lane separates the two sites maximum setbacks should apply from the rear of the developed site, rather than the rear of a neighbouring building (that begins on the other side of a lane) 3. propose that nine metres rear setbacks are too large as a mandatory maximum, they propose five metres as a minimum for buildings up to four storeys, with an additional four metres setback for buildings above four storeys. 4. that rear and side setbacks should be treated equally It looks like further follow up via phone clarified that the DDO did not apply to development under three storeys, but the submission continues with a second email that continues with the assumption of mandatory nine metre rear setbacks, stating if they're introduced they will result in 18 metre distances between	The submission supports the overall intent of the Amendment but raises concerns with some of the setback requirements included in DDO11. The submission makes a number of suggestions for changes to the metrics included in DDO11 and where setbacks should be measured from and that a 6 storey wall at the rear could be very bulky. In terms of the justification for the metrics included in DDO11, these derives from the strategic work and case study examples that were included in the Whitehorse Residential Corridors Built Form Study, 2019. This study provides the justification for the 9 metre rear setback and why side setbacks should be provided. These setbacks are not just in response to overlooking (with or without a laneway or side street) but to also allow adequate areas for the provision of canopy trees, building separation and the minimisation of visual bulk. These setbacks help to mitigate the impact of a 6 storey building, which in setback areas of 9 metres can be moderated by areas of landscaping with large canopy trees. The changes to the setbacks as suggested in this submission are not seen as necessary to be incorporated into the Amendment.	There are no changes required to the Amendment as a result of this submission.

Sub. No.	Submission Method	Submission Summary	Detailed Response to Submissions	Recommendation for Amendment
		neighbouring properties. State that a six storey rear wall will be visually very bulky.		
Email7 (15)	Email	The submission focuses around access to green space and sunlight for all residents of Whitehorse. It emphasises that developments must allow for provision of green space and set backs from all boundaries, both to ensure existing residents' access to these resources, but also ensure new high density housing allows for residents' access to both as well. Green spaces encourage walking rather than using vehicles, security due to significant space usage, and contributes positively to mental health. They discuss the loss of urban wildlife and that future growth must accommodate and encourage ecological diversity. "Residential, and commercial construction must embrace a social responsibility to local citizens and wildlife. Council's loss of powers to VCAT and State Governments has severely adversely affected the amenity of Whitehorse and integrating trees and wildlife corridors must be brought back to enhance local amenity."	The submissions states that there should be greater protection of biodiversity and green spaces in the residential areas of the suburb, particularly in developments subject to DDO11. The submitter is also seeking improved urban wildlife corridors, amenity and provision of green spaces. In response, the Amendment aims to enable open space areas with vegetation and particularly canopy trees to be provided in new development subject to the DDO11 and to support biodiversity. Amenity is also sought to be improved for residential development by the inclusion of landscape setback areas in new developments and in private open space areas. No changes are considered necessary to the Amendment as a result of the issues raised in this submission.	There are no changes required to the Amendment as a result of this submission.
Submissio n 16 (letter attached in an email)	Email	Submission is from land owners of a large block within one of the sites. They approve of an increased maximum building height (from 13.5 to 19m) and feel that it offers good opportunities for urban and affordable development options, however, feel that no mandatory maximum height should exist. Similarly they feel that setback limits should be discretionary. They feel that the amendment does not integrate well with the Whitehorse Residential Corridors Built Form Study and question why the changes, specifically these mandatory factors, have been made in the proposed amendment. They also point out that their site abuts commercial 1 zone land, and the amendment "appears to assume that all interfaces are residential-to-residential."		There are no changes required to the Amendment as a result of this submission.

10.2 - ATTACHMENT 3. Revised Schedule 11 to the Design and Development Overlay - Post exhibition changes

WHITEHORSE PLANNING SCHEME

--/--/20— C220whse-

SCHEDULE 11 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO11**.

RESIDENTIAL GROWTH CORRIDORS

1.0 Design objectives

--/--/20— C220whse

To ensure development achieves high quality public realm and public open space in relation to human scale and micro-climate conditions by providing a comfortable, pedestrian-friendly urban environment.

To ensure that the height of new buildings provides an acceptable built form interface with adjoining development in other zones.

To ensure the height and built form of new buildings do not visually dominate the street or compromise the character and amenity of adjacent low-rise residential areas.

To maintain the visual prominence of landscaping and ensure space for medium and large trees on site, particularly within the front and rear setbacks.

To encourage lot consolidation in order to achieve the maximum building heights and to provide for sufficient building setbacks to deliver high levels of internal amenity.

2.0 Buildings and works

--/--/20— C220whse

A permit is not required to construct a building or construct or carry out works for a development up to 3 storeys.

A permit is required to construct a front fence.

Building height

- A building must not exceed a height of 19 metres and 6 storeys, except where the height of an existing building on the land already exceeds 19 metres, in which case new buildings and works must not exceed the height of the existing building in metres and storeys. A permit cannot be granted to vary this requirement.
- Building height excludes rooftop services, such as plant rooms, air conditioning, lift overruns, roof mounted equipment and the like, that cannot be seen from any adjoining public space or are designed as architectural roof top features.

Building setbacks

Buildings and works must be in accordance with the front setback specified in the Table
 1 to this schedule. A permit cannot be granted to vary this requirement.

OVERLAYS - CLAUSE 43.02 - SCHEDULE 11

PAGE 1 OF 4

10.2 - ATTACHMENT 3. Revised Schedule 11 to the Design and Development Overlay - Post exhibition changes

WHITEHORSE PLANNING SCHEME

Table 1 to Schedule 11

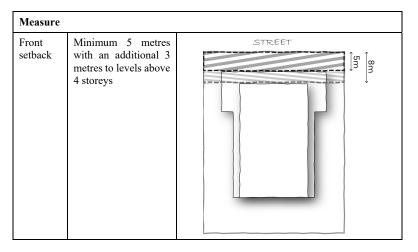
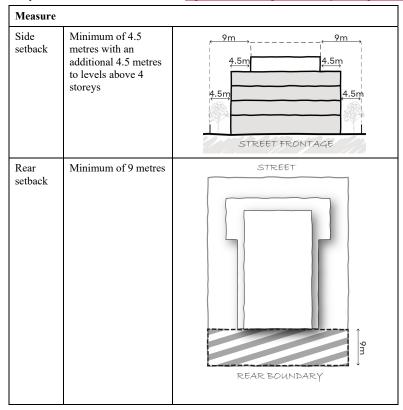


Table 2 to Schedule 11

Buildings and works should must be in accordance with the side and rear setbacks specified in Table 2 to this schedule. A permit cannot be granted to vary this requirement.



Overlays - Clause 43.02 - Schedule 11

PAGE 2 OF 4

OFFICIAL

10.2 - ATTACHMENT 3. Revised Schedule 11 to the Design and Development Overlay - Post exhibition changes

WHITEHORSE PLANNING SCHEME

Pedestrian interface

- Buildings at the ground floor should:
 - Present attractive, pedestrian orientated frontages, which avoid blank walls, car parking areas and wide car park entrances.
 - Avoid service areas and other utility requirements, including fire hydrants and mailboxes, unless they are integrated into a landscaped front setback.
 - Avoid unscreened waste storage areas when viewed from a street.
 - Maximise windows at ground level and avoid high front fences to provide passive surveillance of the street.

Overshadowing

 Developments should not result in additional shadowing to adjacent public open space between 12pm and 2pm on 22 September.

Landscaping

- Developments should:
 - Provide a minimum deep soil area relative to tree height, which is a minimum depth of 800mm (for small trees), 1000mm (for medium trees) and 1200mm (for large trees).
 - Ensure the green character and tree canopy of the area is enhanced with deep soil plantings in the front, side and rear setbacks.

3.0 Subdivision

--/--/20— C220whse

None specified.

4.0 Signs

--/--/20— C220whse

None specified.

5.0 Application requirements

--/--/20— 220whse

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A wind tunnel assessment prepared by a suitably qualified person that:
 - o Models the wind effects of the proposed development and its surrounding buildings.
 - Demonstrates the proposed development will not cause unsafe wind conditions.
 - Explains the effect of the proposed development on the wind conditions in publicly accessible areas.
 - Shows the development will allow for comfortable sitting in any public open space, standing in any pedestrian entrance and walking in any pedestrian walkway.

6.0 Decision guidelines

--/--/20— C220whse

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme, which must be considered, as appropriate, by the responsible authority:

 Whether the development provides an appropriate transition to an adjoining residential zone or public open space.

OVERLAYS - CLAUSE 43.02 - SCHEDULE 11

Page 3 of 4

OFFICIAL

10.2 – ATTACHMENT 3. Revised Schedule 11 to the Design and Development Overlay – Post exhibition changes

WHITEHORSE PLANNING SCHEME

- Whether the development maintains a mid-rise scale that enhances the sense of openness, maintains access to expansive sky views along the corridor and allows maximum solar access to low-rise residential development in the adjoining and adjacent areas.
- Whether the development provides for adequate sun penetration at street level and mitigates wind down-draughts through upper level setbacks.
- Whether the development achieves an acceptable built form interface with the public realm, so as not to dominate the streetscape or appear as a continuous wall at street level or nearby vantage points if adjoining and/or nearby sites are developed in a similar manner.
- Whether the development allows for deep soil planting and landscaping within the front, side and rear setbacks.
- Whether the development achieves high architectural quality.
- Whether the development provides adequate sunlight, daylight and privacy, and outlook from habitable rooms, for both existing and proposed developments.
- Whether any additional overshadowing of adjacent public open space will:
 - Reduce the extent to which sunlight will be available between 12 pm and 2 pm on 22 September, including the cumulative impacts if adjacent land is developed in accordance with the planning scheme.
 - Have an adverse impact on the landscaping, including plants, trees and lawn or turf surfaces in the public open space.
 - Compromise the existing and future use, quality and amenity of the public open space.

Overlays - Clause 43.02 - Schedule 11

Page 4 of 4

10.3 Amendment C245whse –

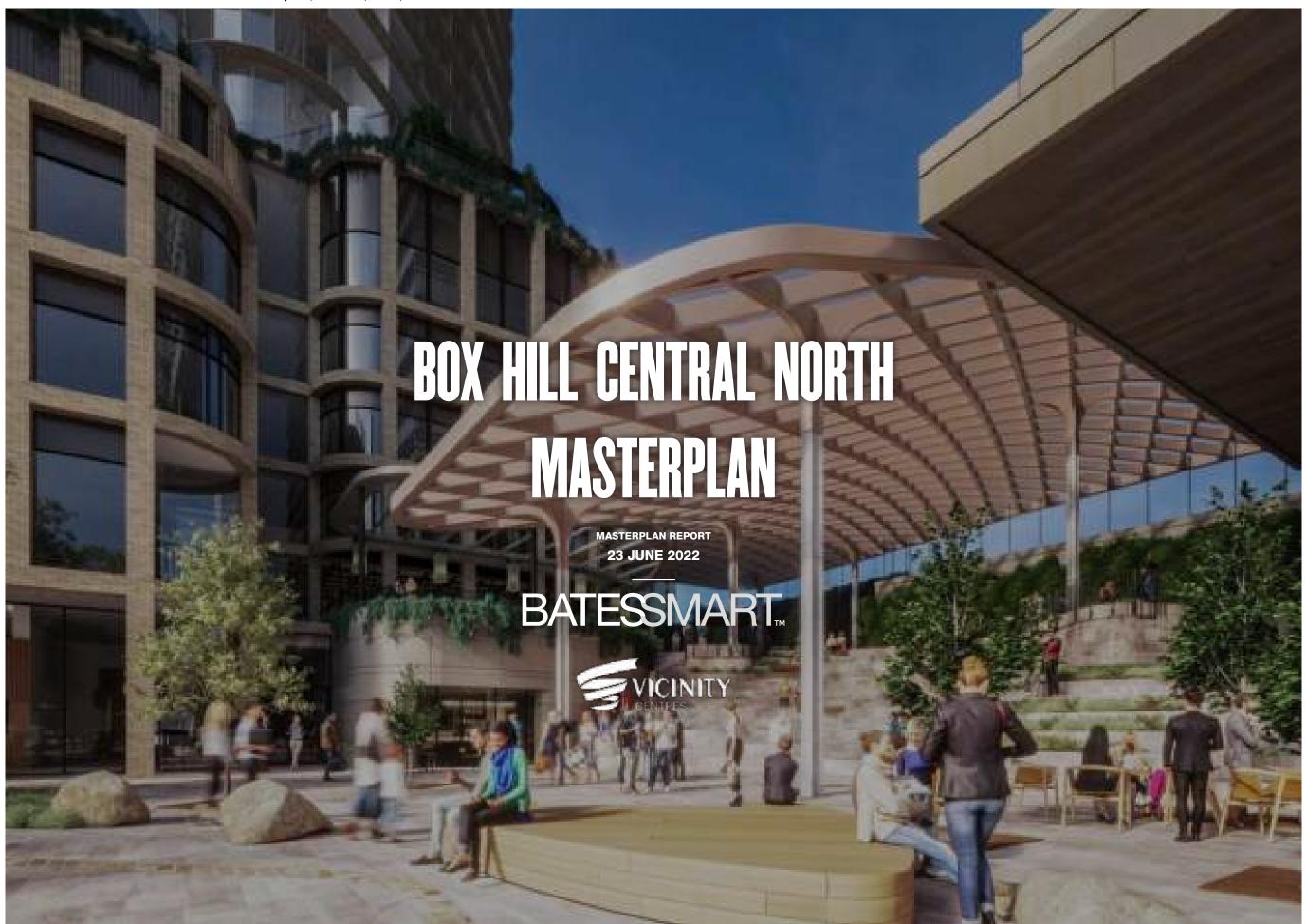
Ministerial Amendment Box Hill Central North

Redevelopment - Vicinity Centres

Attachment 1 Box Hill Central North Masterplan, 23

June, 2022, Bates Smart

Attachment 2 Council's Draft Submission



CLIENT

Vicinity Centres



CONSULTANTS

Landscape Design Lat27
Traffic Stantec

Wind Mel Consultants

Planning Urbis
ESD Cundall











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Note: All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.

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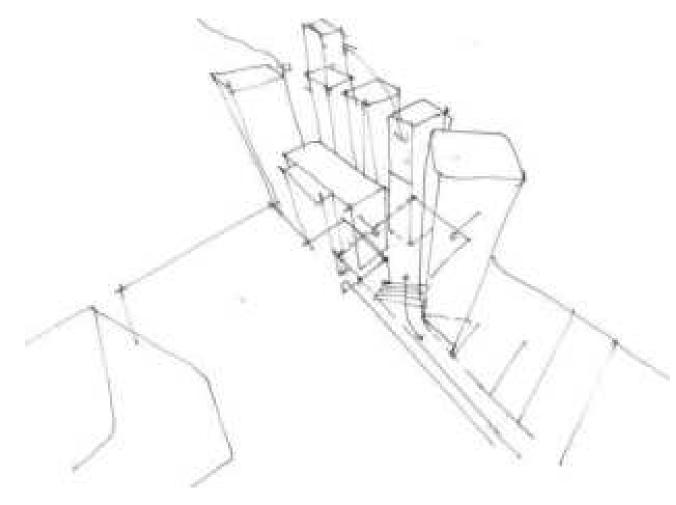
10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

VISION 1.1 FUTURE CITY



An enhanced and diverse public realm, which puts people first and encourages a social city that stitches seamlessly into its context.

THE HEART OF BOX HILL

Identified as one of nine Metropolitan Activity Centres, Box Hill is the fastest growing middle ring suburb in Melbourne. The urban regeneration of the Box Hill Central precinct is an opportunity to define a future city for people to live work and play. We have created an urban design strategy that focuses on public space, openness and landscaping to promote a sense of wellbeing and connectedness. A new civic heart that reflects the pulse of Box Hill.

A PLACE FOR PEOPLE

Through the redevelopment, there are significant opportunities to create a true city-shaping place for people: re-imagining the future of Box Hill and drawing people to it for work, leisure, education, community and living. With these opportunities come key challenges. The design of the proposed precinct covering approximately 18,500sqm at Box Hill Central North needs to ensure it connects with the surrounding context through a variety of spaces created to support and welcome numerous community needs now and into the future. Challenges such as development under-utilisation, retail activation, monolithic architectural form, permeability and access to public transport and welcoming public spaces can be thoughtfully addressed now through premium design.

SUBURBAN TO METROPOLITAN

The masterplan seeks to unlock the site's potential by creating much needed connectivity with its surrounding context. A new East West connection through the site and a hierarchy of North South links, paths, streets, laneways and arcades increases the site's permeability and better support cycling and walkability. Spreading a mix of civic and community spaces throughout the entire site creates varied experiences. Streets are reinvigorated through the placement of retail and architectural activation.

CONNECTED COMMUNITIES

The built forms are appropriate for the current and future envisioned developments which integrate workplace, residential and retail experiences linked to the central plaza and street as an extension of the public realm, putting people first and encouraging a social city. The highly open, permeable built form connects both working and living spaces to the retail heart of Box Hill Central. Landscaped terraces and rooftops provide for resident and workplace amenity to floor plates, focusing on wellness through layout and orientation of forms and allowing views, ventilation and access to sunlight. Diversifying Box Hill's architecture with a mix of styles, scales and materials will make it feel more like a city, increasing community inclusiveness and sense of belonging.

LIVE WORK PLAY

The mixed use masterplan provides a framework that can be flexible, staged but authentic to Box Hill, in its use and architectural expression. The proposal stitches and grounds significant developments into the Box Hill precinct, complimenting a vital connection and enhancing the public realm. Not only will it create a new heart for Box Hill but it will also become a timeless addition to the Box Hill skyline, fostering live work and play.





MASTERPLAN REPORT

VISION 1.1 FUTURE CITY

The scope of this document is to set out a well informed set of principles and strategies that generate a framework for the development of the Box Hill North masterplan. The framework is a curated growth plan focusing on the integration of community, context and amenity to form a strong sense of place and identity for Box Hill.

The masterplan outlines a series of important strategies to realise the vision, including:

/ Integrating existing urban fabric and context, creating site permeability

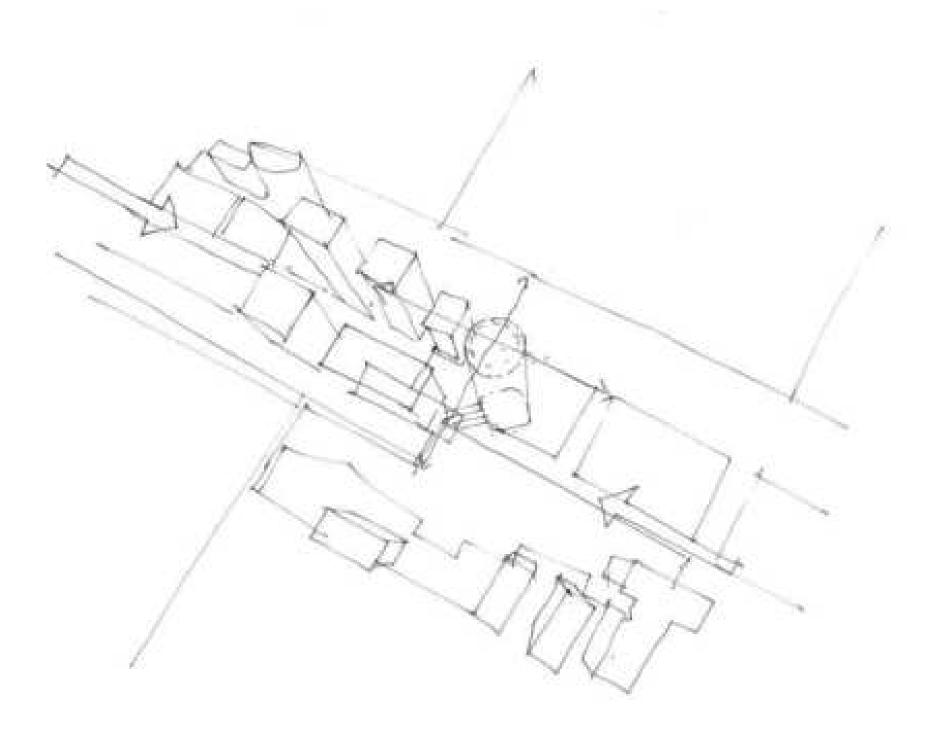
/ Activating street edges, illustrating a diverse series of streets and places

/ Future proofing the physical growth of the centre and surrounding developments, prescribing building envelopes in line with the City of Whitehorse's growth plan

/ Defining areas of public realm for community gathering and recreation

/ Allowing for staged development over time

Note: Box Hill Central South is currently under review and is subject to a separate masterplanning exercise due to ownership arrangements and public transport interfaces.





MASTERPLAN REPORT

VISION 1.2 PRECINCT PRINCIPLES

The informing principles for the Box Hill Central North Masterplan can be understood in three layers determined by scale:

- / Precinct Principles
- / Site Principles
- / Masterplan Strategies

There are 6 precinct scale principles. These respond to the broader urban context of the greater city and apply beyond the site boundaries to the wider precinct. The precinct principles are high level aspirations that define the type of place that the Activity Centre wishes to be.

Site Principles and masterplan strategies will be covered later in the Masterplan Proposal chapter.



THE HEART OF BOX HILL

The urban regeneration of the Box Hill Central North precinct is an opportunity to define a future city for people to live work and play.



A PLACE FOR PEOPLE

Successfully layering human scaled public spaces and landscaping that link to a retail heart will create an attractive public realm that can be enjoyed by everyone.



SUBURBAN TO METROPOLITAN

Diversifying Box Hill's architecture with a mix of modern styles, scales and materials will make it feel more like an integrated city, increasing community inclusiveness and sense of belonging



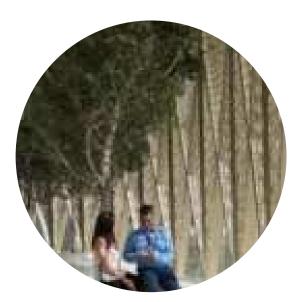
LIVE, WORK AND PLAY

Creating places that mix commercial use with everyday life through high quality design will give Box Hill longevity and help people to thrive.



CIVIC AND COMMUNITY

Basing new development on the best elements of Box Hill's existing character will help enrich the area's identity. This should be done with an eye toward designing for contemporary cultural experiences.



PRIORITISE WELLNESS

Design can't be all about style. Shaping the built environment so that layouts, orientation, solar access, natural ventilation and views work together to improve wellbeing is of great importance. So, too, is designing the precinct with a system of paths, streets and lanes that better support cycling and walkability.





10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

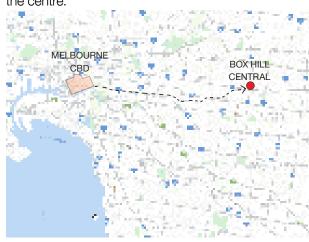


MASTERPLAN REPORT

URBAN CONTEXT 2.1 SITE CONTEXT

Box Hill Central is located in the heart of Box Hill Activity Centre, 14km from Melbourne CBD. it comprises of two retail assets being Box Hill Central North (freehold) and Box Hill Centre South (leasehold).

Box Hill Central North Precinct is approximately 18,500sqm. It has frontages to Main Street, Market Street, Whitehorse Road, Prospect Street, Clisby Court and Nelson Road. The existing centre has two stories of retail with 4 levels of carparking adjacent and carparking to most of the roof with a total of 882 carpark spaces. There is a vehicle bridge linking the roof top carpark to the roof top carpark of the neighbouring Box Hill Central South Precinct. Box Hill Central North includes an adjacent parcel of land of 2165sqm currently utilised as on grade carparking for the centre.











BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.2 STRATEGIC CONTEXT

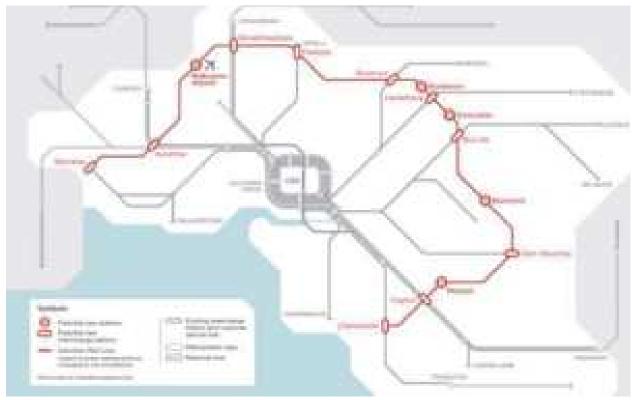
The strategic context is supportive of higher density development within the Box Hill Activity Centre. For Melbourne to accommodate its 8 million residents by 2050, key activity centres such as Box Hill will need to do the heavy lifting.

Box Hill is an existing transport hub for the eastern region connecting three modes of transport, and the addition of the Suburban Rail Loop will cement Box Hill's position as a major destination.

Box Hill supports a large number of jobs which many of the other activity centres lack, and significant development has already commenced. The real opportunity within Box Hill is Vicinity's substantial land holding at the very heart of the activity centre. It presents the very rare opportunity to not simply develop individual sites and hope that the sum of those sites creates a better whole, but to directly craft the activity centre itself.

The proposed Suburban Rail Loop will be a rail network connecting every major railway line between Frankston and Werribee via the Melbourne Airport. The loop comprises 15 new stations which will connect Monash and La Trobe Universities, Sunshine and Werribee National Employment and Innovation Clusters (NEIC) and key activity centres such as Box Hill, Burwood, Broadmeadows and the Airport. Modelling indicates the SRL would become the busiest line by 2051 with around 400,000 passengers per day. The SRL will ease the pressure on existing rail lines and take around 200,000 cars off our major roads.

Suburban Rail Loop (SRL) East from Cheltenham to Box Hill will connect major employment, health, education and retail destinations in Melbourne's east and south east. The line will slash travel times, connect people travelling on the Gippsland corridor and building it will create up to 8000 direct local jobs. Construction started June 2022 and trains will be running by 2035.



PROPOSED SUBURBAN RAIL LOOP NETWORK



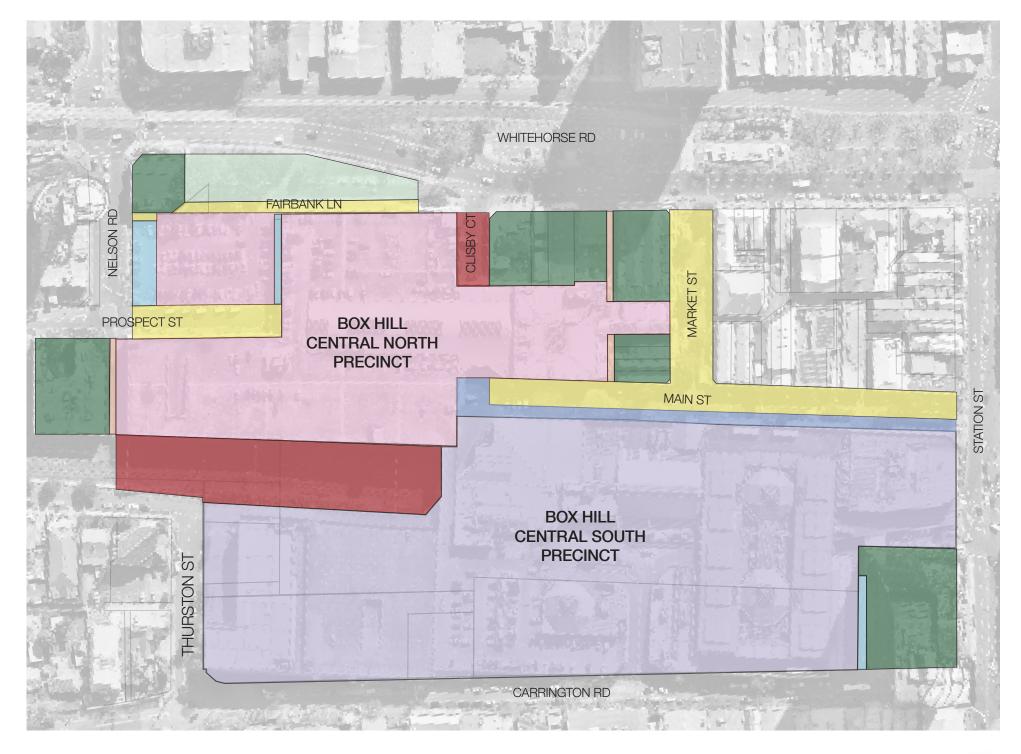
BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.3 SITE OWNERSHIP

/Box Hill Central compromises multiple ownerships.









BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

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URBAN CONTEXT 2.4 MASTERPLAN FRAMEWORK





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.5 MASTERPLAN EXTENT

WHITEHORSE RD FAIRBANK LN CLISBY PROSPECT ST MAIN ST Works to loading dock and bridge link RAIL LINE

Masterplan extent



Land owned by VCX



Interface works





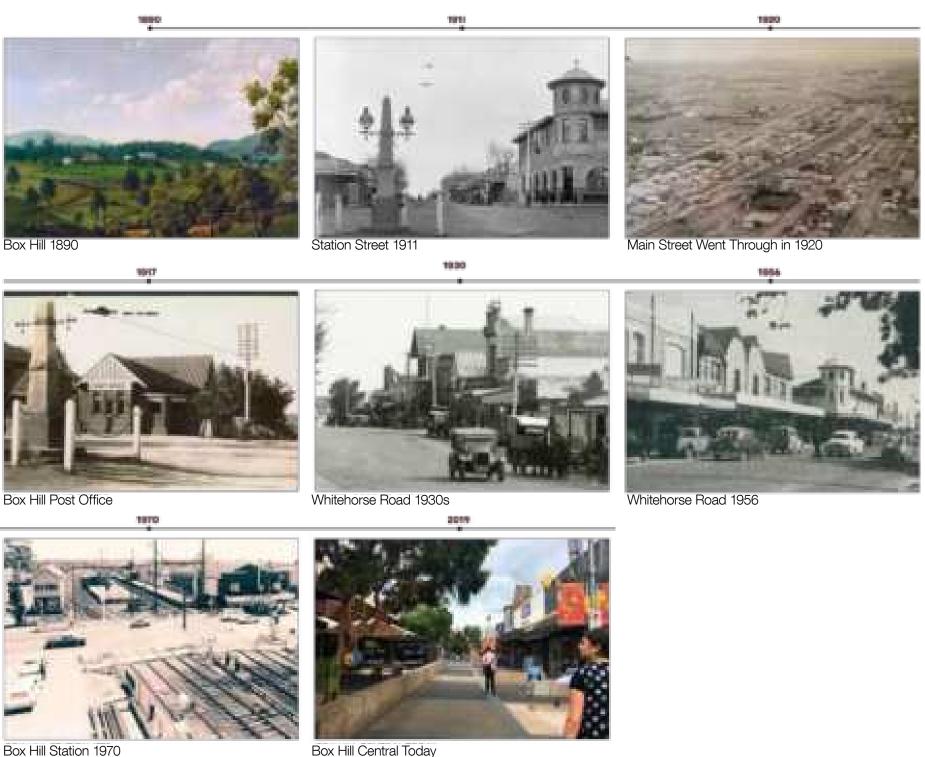


BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.6 PRECINCT HISTORY

Box Hill was originally an independent city which was absorbed into Melbourne's expanding suburbs in the late 1950's and its historic business district remains today. The current station was built in the early 1980s and included lowering the tracks to remove the level crossing at Station Street. Box Hill Central Shopping Centre and Bus Interchange was constructed shortly after and completed in 1985. Box Hill is notable for its high percentage of citizens of Asian descent, in particular Chinese. The large number of Asian restaurants and businesses is a key feature of the Box Hill town centre. Hill town centre.





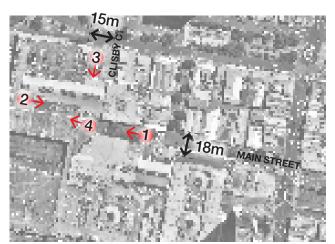
MASTERPLAN REPORT

URBAN CONTEXT 2.7 BUILT FORM PUBLIC INTERFACE

The existing Box Hill North Central shopping centre was completed in 1985 and is poorly integrated with its immediate surrounds. It mostly presents blank inactive facades to surrounding streets, most notably to Whitehorse Road and Main Street. Box Hill has emerged as a dynamic multi-cultural area. This is visible in the many Asian restaurants and businesses that contribute to a distinctive and vibrant town centre.

Blank, inactive edges and cars currently dominate the western end of Main Street. There is huge potential to improve Main Street connectivity and provide active, welcoming public interfaces with the built form.

Further analysis on existing conditions in Appendix 4.1 Existing Conditions.











- 1 Inactive edges on Main Street
- 2 Prospect Street on grade and multi-storey carpark
- 3 View from Clisby Court
- 4 Main Street ends in a loading dock.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.8 EXISTING RETAIL CHARACTER

Market Street is an authentic, pedestrianised and active street. This retail experience has the potential to be extended and enhanced. The eastern edge of Main Street, with the entrance of Box Hil Central South, is already an extension of this authentic and vibrant character. There is potential to extend this character along the western end of Main Street, to create a more connected, modernised and active town centre.



The entry into Box Hill Central South and station provides an active and authentic environment.



Pictured above is the eastern portion of Market Street. There is an opportunity for the western end of Main Street to become an extension of the rich, authentic and vibrant public pedestrianised character of Market Street.

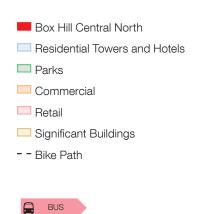


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BOX HILL CENTRAL NORTH MASTERPLAN

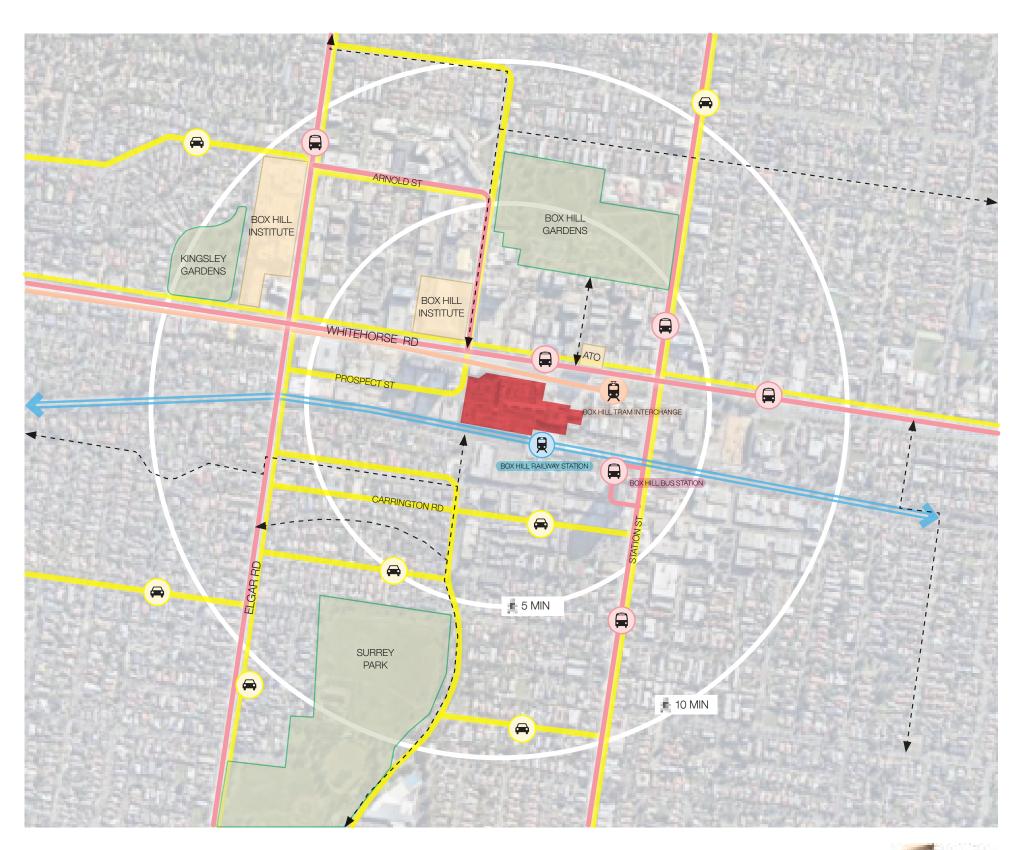
URBAN CONTEXT 2.9 CONNECTIVITY

The Box Hill Central North site is centrally located to all modes of public transportation and strategically acts as a gateway with tram, bus and train stations all directly adjacent to or on-site.





TRAIN TRAM



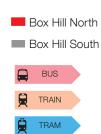


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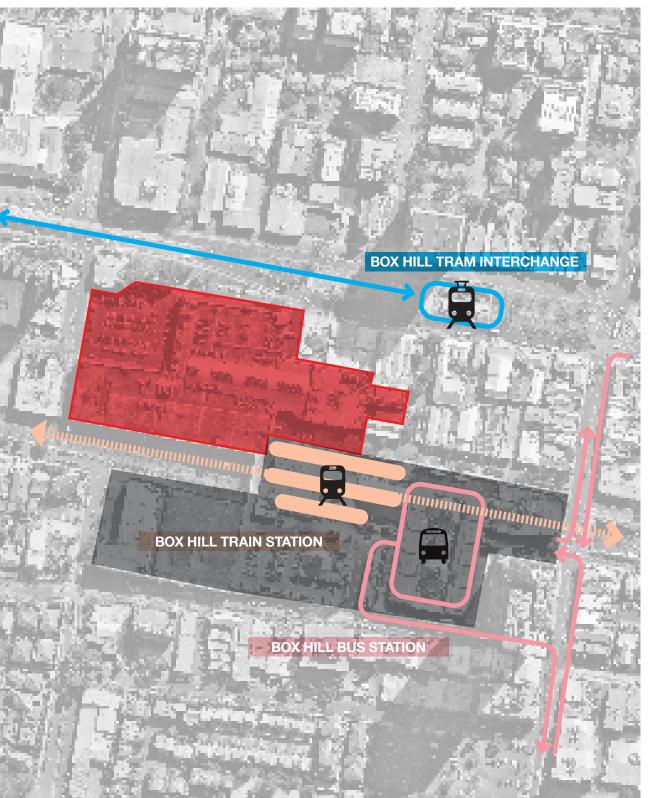
BOX HILL CENTRAL NORTH MASTERPLAN

URBAN CONTEXT 2.10 MODAL INTERCHANGE

Box Hill Central is currently configured as a modal interchange linking train, tram and bus. Surveys conducted by GTA indicate Box Hill is increasingly becoming a destination as opposed to a transport interchange. For commuters seeking to transfer between modes, train to bus and visa versa is by far the most common with train-tram and tram-bus less common. The journey from train to bus is currently relatively direct but congested, non-DDA compliant and uninspiring.









TREET TO TRAM



MAIN STREET TO TRAIN



CENTRE TO STATION



CENTRE TO BUS



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

URBAN CONTEXT 2.11 AMENITY

/The site has access to a variety of green spaces. Institutions and health facilities are located to the west of the site

/The heart of Box Hill is vibrant with retail and food and beverage options. New dense residential towers are under construction or approved in the precinct.



Residential Towers and Hotels

Parks

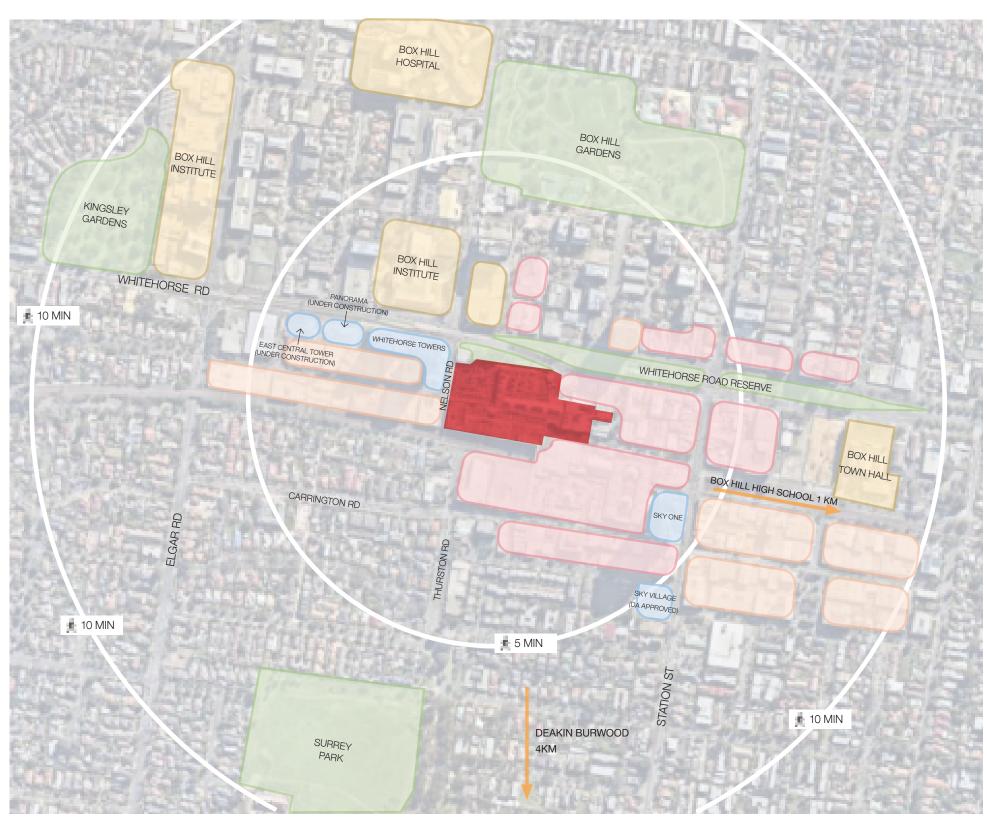
Commercial

Retail

Significant Buildings

→ Significant Buildings within 5 km









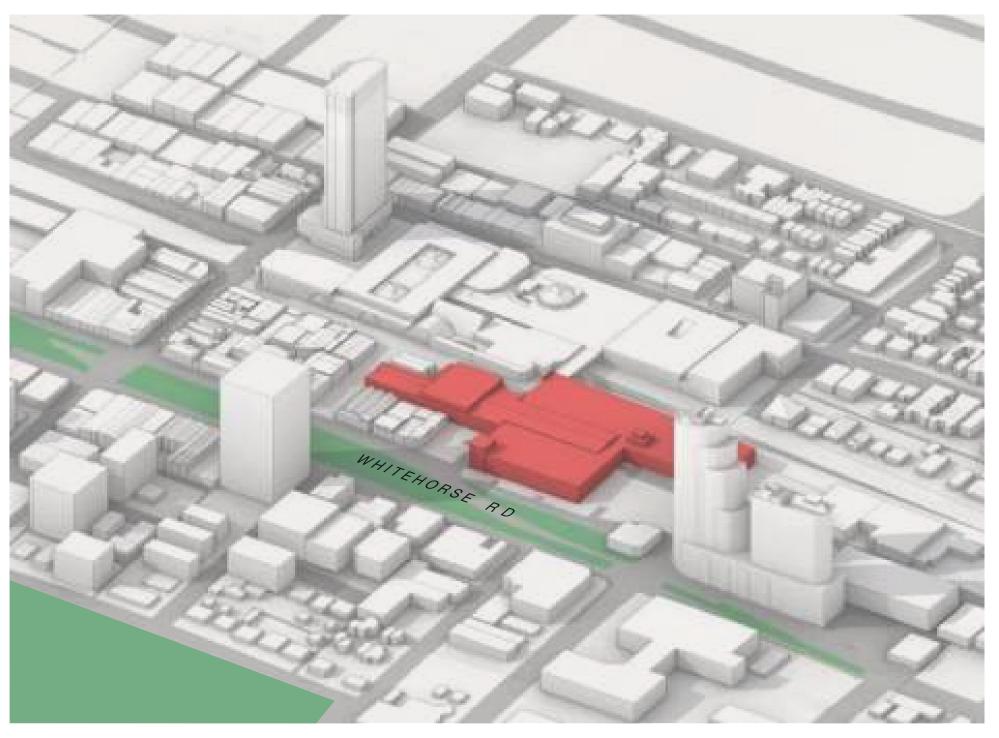
BOX HILL CENTRAL NORTH MASTERPLAN

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URBAN CONTEXT 2.12 SURROUNDING DEVELOPMENT

/The existing buildings in the area of Box Hill Central are predominantly low rise with 1-4 storeys. The exceptions are Whitehorse Tower and Sky One which are both 36 storeys.

- / North of Box Hill Central are 4-8 storey buildings. The Australian Taxation Office is 20 storeys on the north side of Whitehorse Road.
- /There is significant development activity in Box Hill with many large scale high rise projects approved or under construction.



EXISTING BUILDINGS AROUND BOX HILL NORTH

Existing Box Hill North shopping centre



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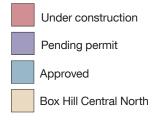
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BOX HILL CENTRAL NORTH MASTERPLAN

URBAN CONTEXT 2.13 DEVELOPMENT ACTIVITY





*Context information is indicative and provided for information only. No survey and AHD available.

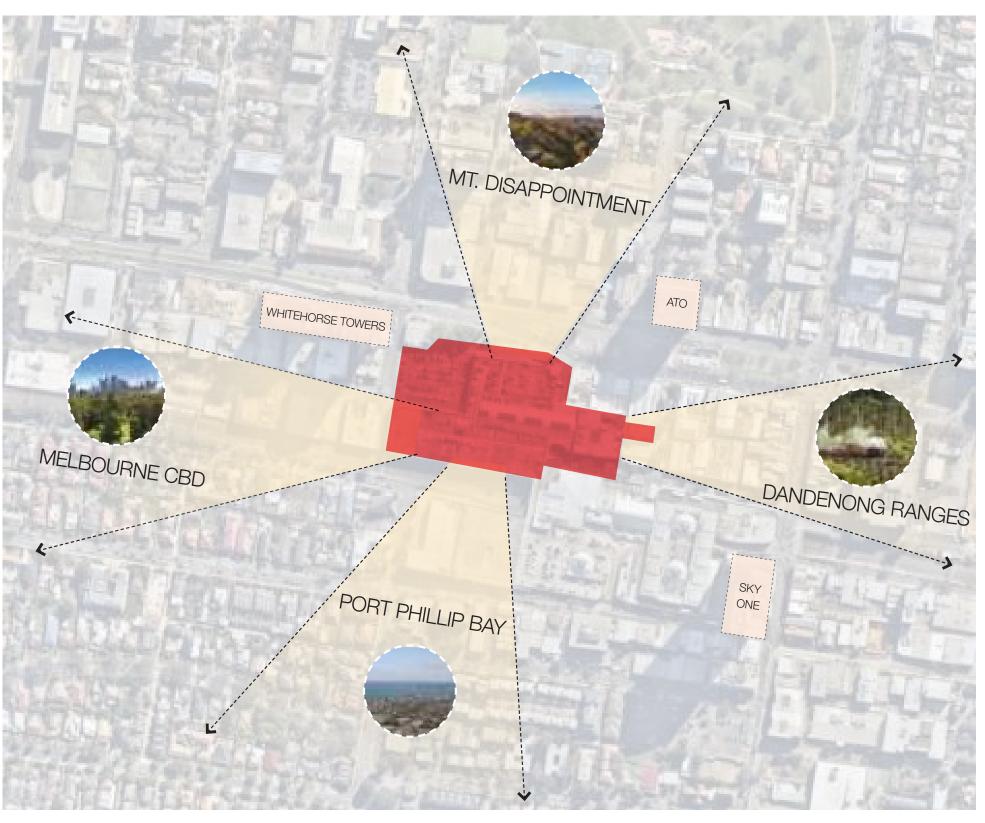


MASTERPLAN REPORT

URBAN CONTEXT 2.14 KEY VIEWS FROM SITE

/The site benefits from unobstructed views in all directions as Box Hill is one of the highest points in Melbourne.

/To the North, views of Mount Disappointment /To the West, views of Melbourne CBD /To the South, views of Port Phillip Bay /To the East, views of Dandenong Ranges







MASTERPLAN REPORT

URBAN CONTEXT 2.15 PLANNING CONTEXT

Box Hill Central North is located in the Commercial 1 Zone which provides significant flexibility for a mix of land uses. There are no floor space caps to shops or offices and high rise residential, entertainment, hotels, student living, and retirement are all permissible uses.

Permits are required for buildings and works. The City of Whitehorse is the responsible authority.

Permits are required for buildings and works. The City of Whitehorse is the responsible authority. Development is guided by the Box Hill Activity Centre Structure Plan 2007.



WCC PUBLIC REALM

Whitehorse City Council's vision for the growth of Box Hill's public realm illustrates zoning that affects the subject site and immediate surrounds. Main Street and Market Street are proposed pedestrianised streets and the adjacent Whitehorse Road reserve is to remain as public open space.





WCC ACTIVITY CENTRE

The subject site lies within the Box Hill Transport and Retail Precinct. This area is prescribed to include entertainment, hospitality, commercial, and other uses with extended hours of activity to create a central focus for Box Hill.





C1Z COMMERCIAL 1 ZONE

To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

To provide for residential uses at densities complementary to the role and scale of the commercial centre.



PARKING OVERLAY (PO)

To facilitate appropriate provision of carparking spaces in an area.

To identify areas and uses where local carparking rates apply.

To identify areas where financial contributions are to be made for the provision of shared carparking.



10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

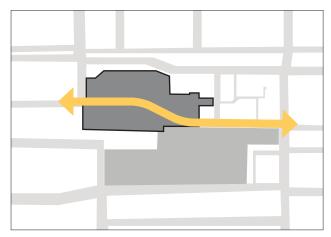


MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.1 SITE PRINCIPLES

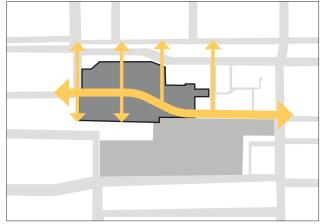
There are 6 Site Principles. They are site specific and outline development principles that will allow Box Hill Central North to realize the broader precinct principles.

NEIGHBOURHOOD INTEGRATION



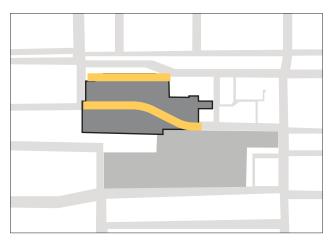
An east-west connection will unlock the inward looking existing centre, helping it connect with its surrounding context.

PERMEABILITY



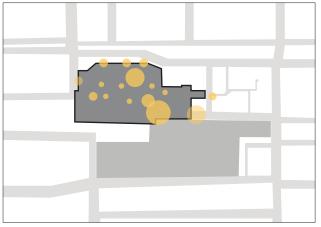
Streets, laneways and arcades will be introduced to create a more permeable centre, connecting to surrounding neighbours.

RETAIL ACTIVATION



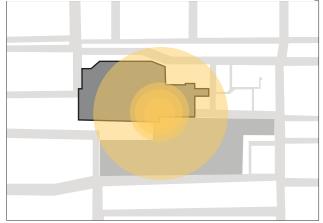
Retail placement along significant streets will assist in activating these areas.

DIVERSITY IN SPACES



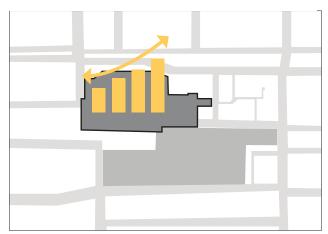
Box Hill Central North will be made up of a variety of civic and community spaces dispersed throughout the site.

NEW CIVIC HEART



A new significant piece of public realm will be delivered to provide Box Hill with a high quality civic space.

APPROPRIATE BUILT FORM



Built form outcomes that align with current and future envisioned development and fit comfortably within the broader urban landscape.



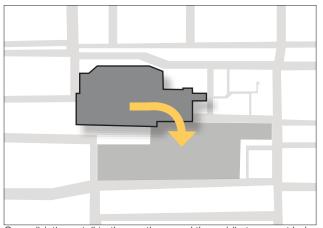


MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.2 MASTERPLAN STRATEGY

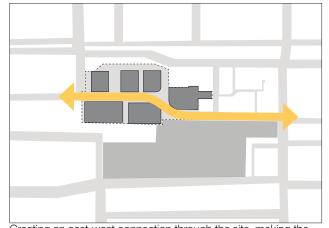
The masterplan strategies are the core urban design gestures applied to the site to realise the master planning principles. They are applied using the building blocks of successful cities – streets, squares, lanes. A series of master planning strategies have been generated to breakdown the zoning of the subject site.

CONSOLIDATED RETAIL



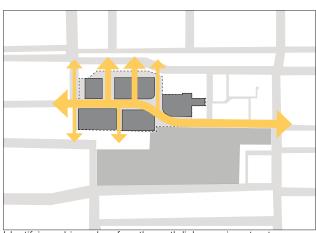
Consolidating retail to the south around the public transport hub to create a higher density and more vibrant commercial centre, freeing up land for further development opportunities.

A NEW EAST-WEST CONNECTION



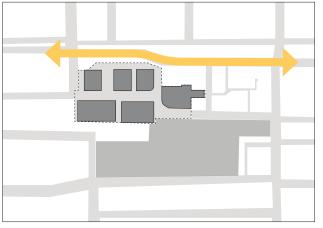
Creating an east-west connection through the site, making the site more permeable and connected to its immediate context.

A HIERARCHY OF NORTH-SOUTH LINKS



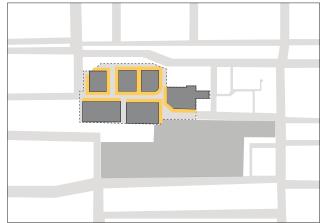
Identifying a hierarchy of north-south links, zoning streets, roads, laneways and arcades.

WHITEHORSE ROAD INTERFACE



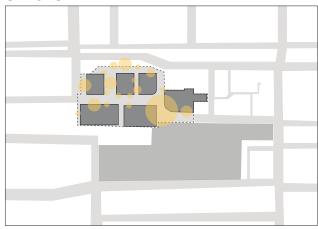
Improving the site's interface with Whitehorse Road through active frontages and quality public realm.

ACTIVE EDGES



Reinvigorating streets through retail and architectural activation.

A COLLECTION OF CIVIC & COMMUNITY SPACES



Spreading a mixture of civic and community spaces throughout the masterplan to activate the entire site, creating varied experiences.



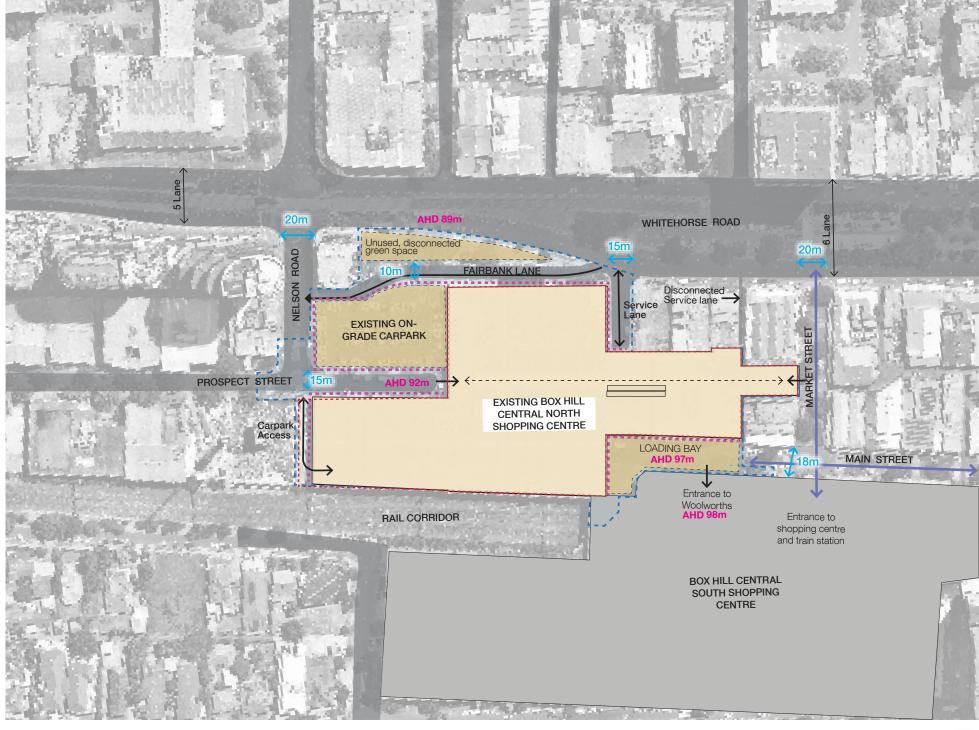


MASTERPLAN REPORT

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BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN PROPOSAL 3.3 SITE









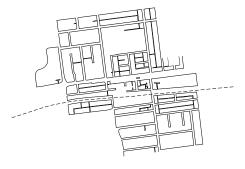
MASTERPLAN REPORT

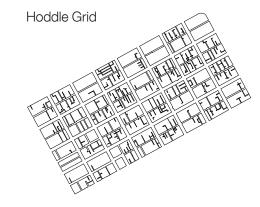
MASTERPLAN PROPOSAL 3.4 A NETWORK OF STREETS

/ '..... Box Hill's street grid has an irregular geometry with fewer and narrower streets and a comparatively limited network of laneways. These characteristics inevitably create tension for road space allocation between modes of transport and their capacity, the public realm and the amenity.'

pg 79 Box Hill MAC Strategic Review (October 2018)







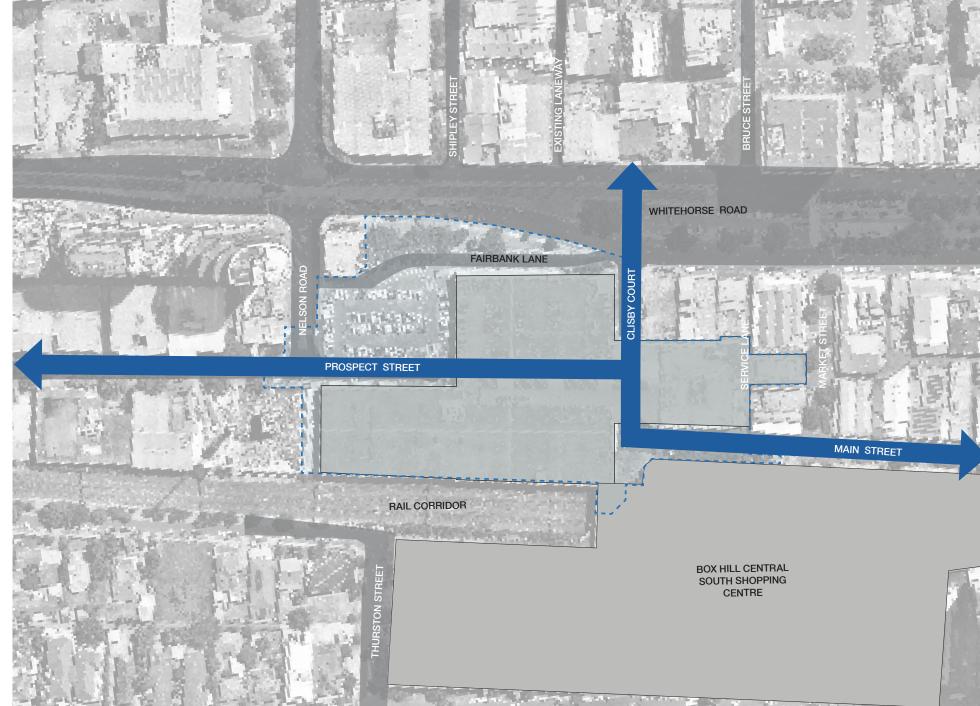


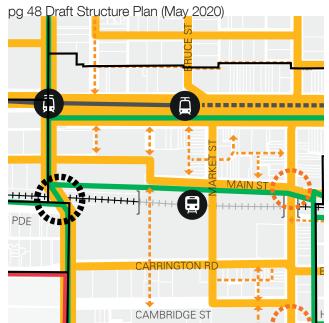




MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.4 CONNECTING KEY STREETS









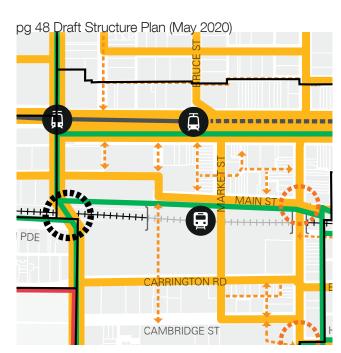
Page 256

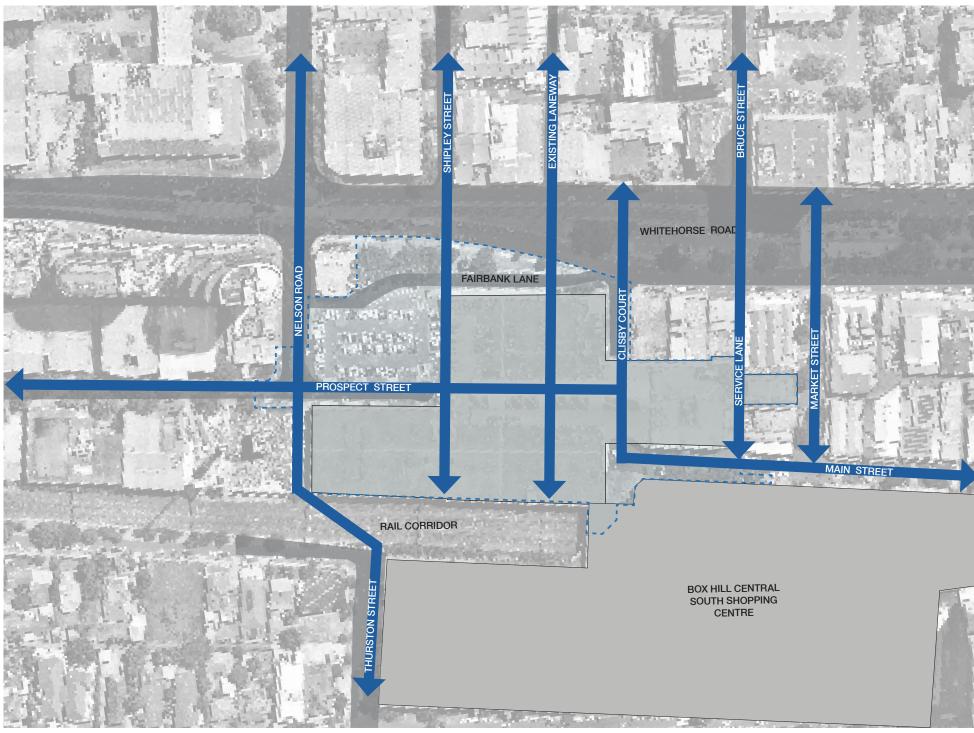
MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.4 REINSTATE THE GRID

/ Prospect Street, Main Street, Clisby Court, Nelson Road and Shipley street identified as key alignments / Legibility

/ Permeability









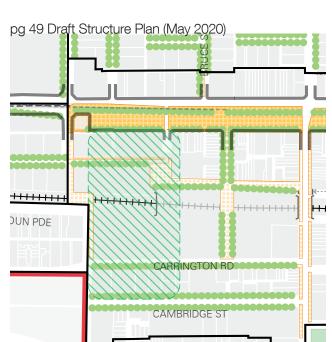
MASTERPLAN REPORT

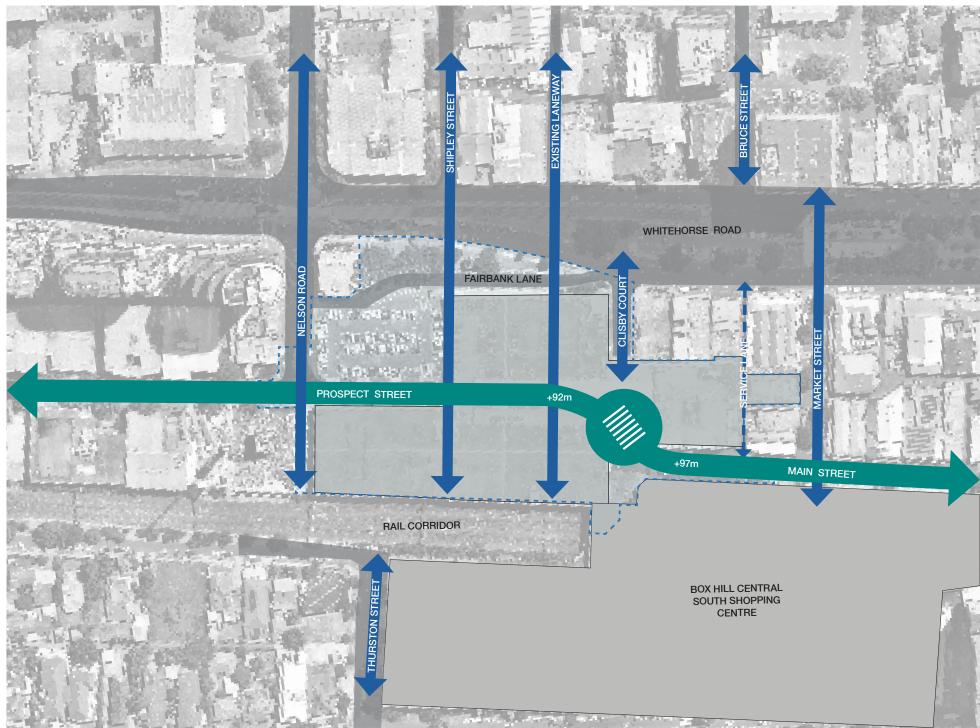
MASTERPLAN PROPOSAL 3.4 CREATING A CIVIC HEART

/ Key connection of existing streets

/ Level change

/ East West connection





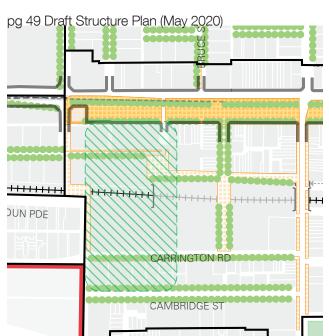


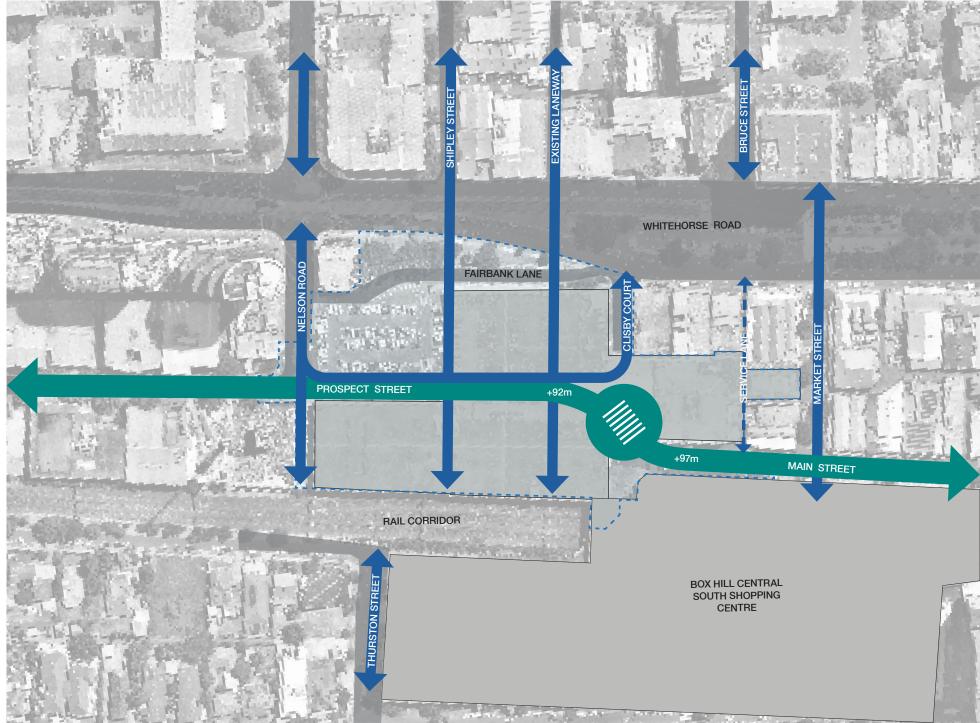


MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.4 ROAD CONNECTIVITY

/ Connection to existing streets







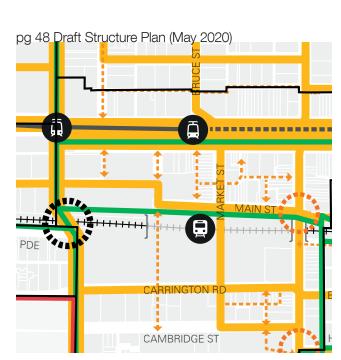


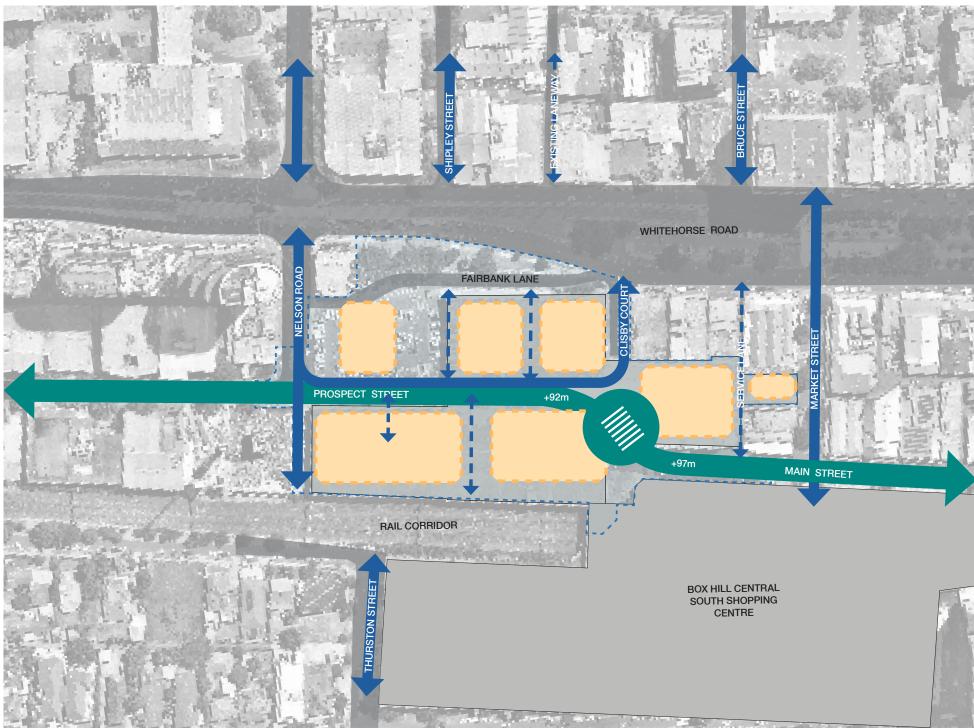
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MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.4 PERMEABILITY

/ Lots appropriate to use / Misalignment of laneways driven by wind context







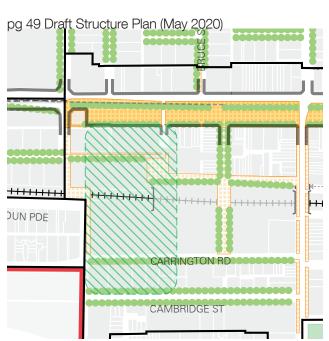


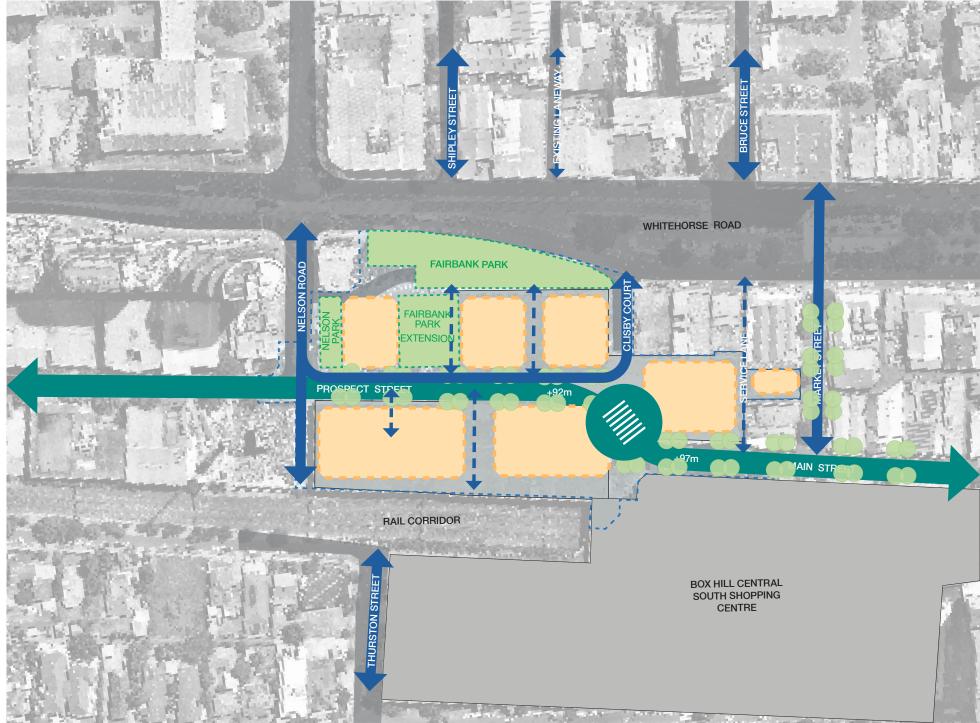
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MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.4 PUBLIC REALM AND OPEN SPACES

/ Major upgrade of Whitehorse Rd / Whitehorse Rd interface and level change









BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT



/ Prospect Street looking east towards Lot 4 and the Civic Space



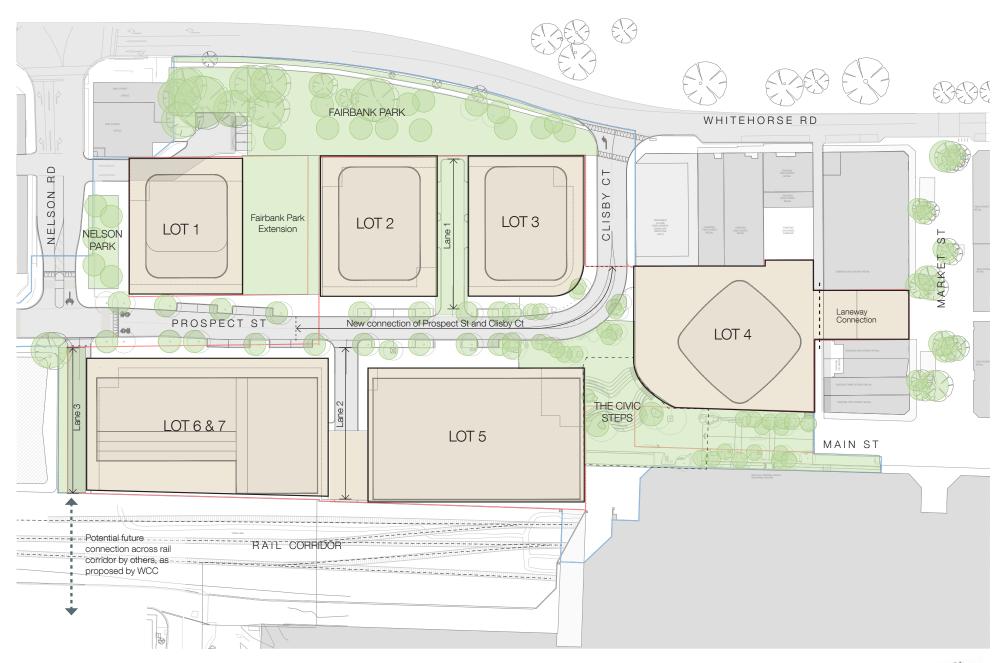
MASTERPLAN REPORT

10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN PROPOSAL 3.5 DEVELOPMENT

The masterplan proposes 7 lots, generally mixed use development, with the exception of Lot 5 where a commercial development is proposed.



Canopy Extent





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ Looking south across The Civic Steps

BATESSMART.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.6 DESIGN CRITERIA

Principle	Design Criteria
Subdivision	Superlot subdivision to be generally in accordance with masterplan allotments with further detailed subdivision as each allotment is developed
	Proposed building to take existing surrounding buildings into consideration with respect to built form separation. The following building separation to be
Masterplan principles	provided:
	/ Create a hierarchy of streets and connections. Establish Prospect Street and Main Street as key connections
	/ Enhance Prospect Street and connect with existing Prospect Street section and Clisby Court
	/ North-south laneways to be 8m minimum in width
	/ North-south arcades and atriums to be 8m minimum in width
	/ Tower setbacks to be 3m minimum to Prospect Street
	/ Tower setbacks to be 3m minimum to Whitehorse Road
	/ Tower setbacks to take into account VicTrack rail corridor design guidelines on southern interface
	/ Tower setbacks to the sides to be 3m minimum
Reinforcing existing networks	Connect proposed internal movement networks to external street network to ensure continuation of journey (i.e. key connections to Prospect Street, Main
	Street, Whitehorse Road and Clisby Court)
	Minimise roadways where possible
Legibility	Streets are open to the sky to enable daylight penetration where possible
	Separation of loading and service from pedestrians/ cyclists where possible to reduce conflict and inactive frontages
Hierarchy of streets	Where possible crossover points into the site to be coordinated with existing crossovers
, and the second	Prioritise pedestrian movement
	Primary vehicle access to be provided via Prospect Street with service laneways into development.
	Dedicated vehicle entry and egress into allotments but provide potential to consolidate vehicle entries.
	Road hierarchy to be provided
Strategic active transport connections	Pedestrian connectivity with publicly accessible lift and escalator to connect Main Street and Prospect Street to access major public transport hub at Box Hill.
	Future proof precinct accessibility by providing provision for connection to potential cycle and pedestrian bridge link across rail corridor.
Encourage use of alternative forms of transport	Provide a clearly defined pedestrian and cycle network through the site that links with surrounding existing footpath and cycle networks.
	New connections will facilitate and encourage use of existing and future public transport.
	Provision of end of trip bicycle facilities for each stage
Carparking	Overall carparking in either basements or podiums for each development lot
	Refer to traffic report for carparking ratio requirements.
Internal streets (vehicles, pedestrians, cycles)	To be constructed from high quality materials and appropriate urban furniture
	Internal street network to provide clear and direct access into vehicle entry points and drop off zones with potential for shared streets.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.6 DESIGN CRITERIA

Principle	Design Criteria
	Existing sections of Whitehorse Road, Nelson Road, Clisby Court, Prospect Street, Fairbank Lane to be upgraded as part of interface works in accordance to
Site interface	masterplan.
New public spaces and publicly accessible spaces	Open space identified as publicly accessible in masterplan must provide 24/7 access to the public
	Provide a scale of combined open space appropriate to its context
	Ensure open space is inviting and clearly accessible and visible when viewed from external streetscape
	Provide unique open space to compliment rather than duplicate the function of existing open space in the area
	Create clearly distinguishable hierarchy of open space and links to compliment existing open space in the area
	Provide passive surveillance and activation of defined edges to ensure publicly accessible spaces are perceived as safe and engaging
	Minimise extent of service zones by providing clear access and basement/ loading arrangements
	Ensure sufficient deep planting zones to achieve canopy cover and urban forest diversity
Amenable pedestrian environment	A diversity of public spaces which provide different levels of amenity
	Solar, access and wind conditions appropriate for its use.
Public realm interface	Target activation of over 80% of all proposed ground level frontage to Prospect Street and Main Street.
	Activate non service zones on Whitehorse Road and Clisby Court and minimise extent of necessary servicing areas
	Proposed development to target 80% activation to internal streets excluding service laneways.
	Ground level landscaping to Fairbank Lane and Whitehorse Road interface
Podium activation	Podium heights generally 4-5 Storeys
	Incorporate terraced podium forms that provide a combination of landscaping and accessible communal areas where possible, subject to wind conditions
	Minimum requirements of Better Apartment Design Guide communal open spaces, including deep soil planting to be provided.
Building address Building identity Integrated community uses	External activation of upper podium levels to Prospect Street, Main Street, Nelson Road and Clisby Court Clear front door entry points to be provided to all buildings
	Individual building entries to be clear, legible and visible. Ensure tower design make positive contribution to Box Hill and skyline when viewed from key vantage points
	Provide diverse architectural façade treatments that are appropriately varied from design responses to adjoining development parcels.
	Provision of amenity, service retail and community activation of plaza and public domain to service the local community
	Community uses to be easily accessible and visible from movement networks



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.6 DESIGN CRITERIA

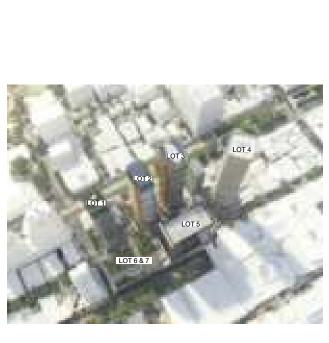
Design Criteria
Site servicing strategy based on prioritising public realm outcomes.
Service access from laneways to separate major loading and truck access from pedestrians and bicycles.
Configure vehicular access ways in a manner which provides access to each parcel but does not compromise scale and usability by severing proposed publicly
accessible open space and which enables the prioritisation of pedestrians for east-west connection between Prospect Street and Main Street.
Ensure the height of developments is varied to provide visual interest on the skyline
Tower separations are to be a minimum distance of 15m.
All towers to have minimum setback of 3m to Prospect Street
All towers to have minimum setback of 3m to Whitehorse Road, Nelson Road
Average tower separations to allow flexibility in design and orientation
Tower floorplates to be designed to accommodate diversity of liveable apartment sizes in accordance to Better Apartment Design Standards
Develop a mix suitable for market conditions, with the flexibility to change with market conditions.
Tower spacing generally in accordance with masterplan to ensure equitable access to daylight and outlook
Ensure tower design takes account of wind conditions to mitigate downdraft effects by achieving appropriate wind comfort criteria to proposed public realm
areas
No habitable rooms with access to borrowed light only as per Better Apartment Design Standards
Limit number of saddleback apartments where this typology is necessary as per Better Apartment Design Standards
Eliminate requirement for operable windows to facades fronting rail corridor.
Noise attenuation such as double glazing, cavities or laminated glass to be designed into each residential building
Buildings to comply with Sustainability framework set out for the masterplan.
Ensure flexible staging strategy to enable appropriate responsiveness to variable market conditions over time
Efficient infrastructure services to be provided in accordance with the staged strategy to reduce the need for abortive works and duplication where possible
Staging plans which demonstrate the ongoing or alternative use of the site where possible for areas included within the second and subsequent development
parcels/ stages are required for each allotment application
Incorporation of interim publicly accessible landscaped spaces where appropriate and viable
Each stage of development to demonstrate how temporary interfaces to future development parcels are addressed, such as lighting, landscaping, hoarding to be
provided as appropriate.

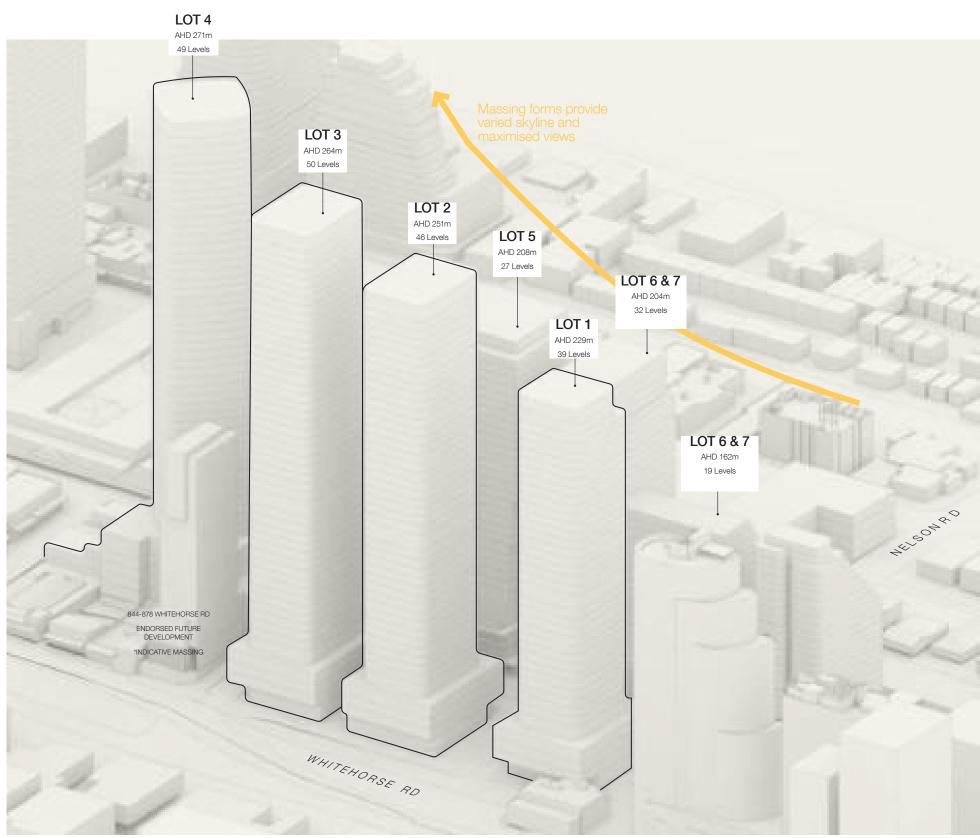


MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.7 MASSING PRINCIPLES

/The massing provides a varied skyline to maximise views. It implies increased importance towards the centre of Box Hill and the heart of the masterplan.
/Lot 4 and Lot 5 in particular respond to the two key axes of the masterplan being Main Street and Prospect Street.





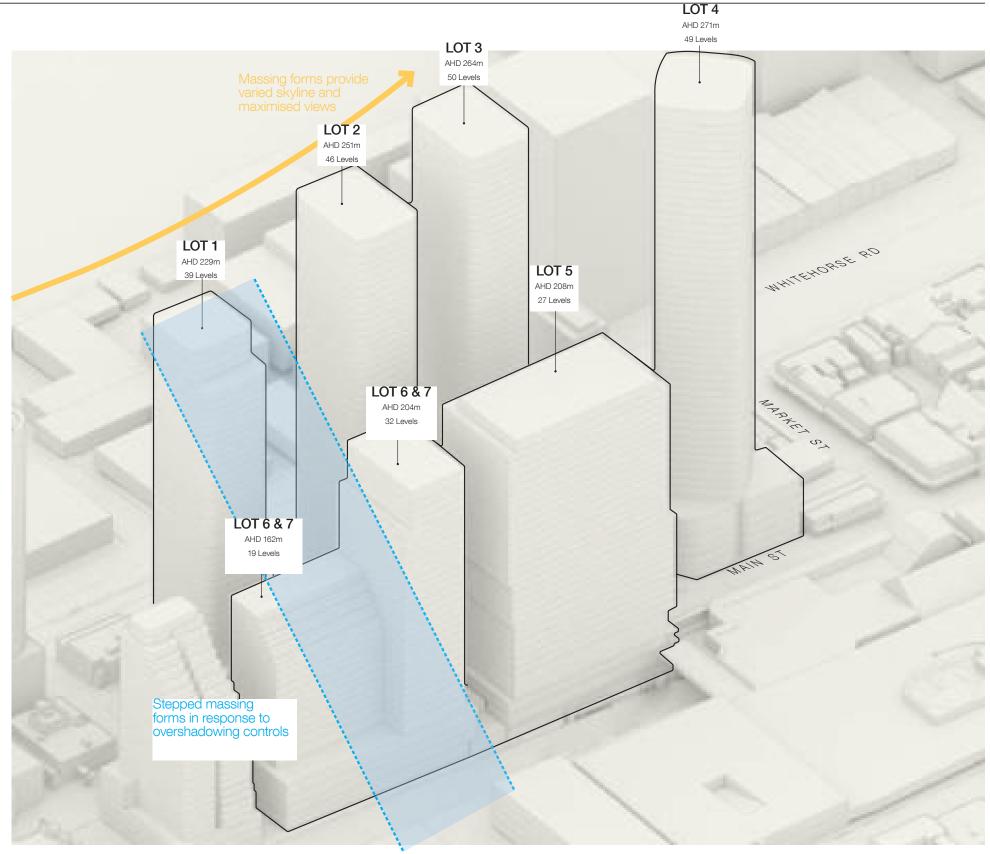




BOX HILL CENTRAL NORTH MASTERPLAN
MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.7 MASSING PRINCIPLES

/Lot 1, Lot 6 and Lot 7 massing responds to current 22 September shadow controls.







MASTERPLAN REPORT

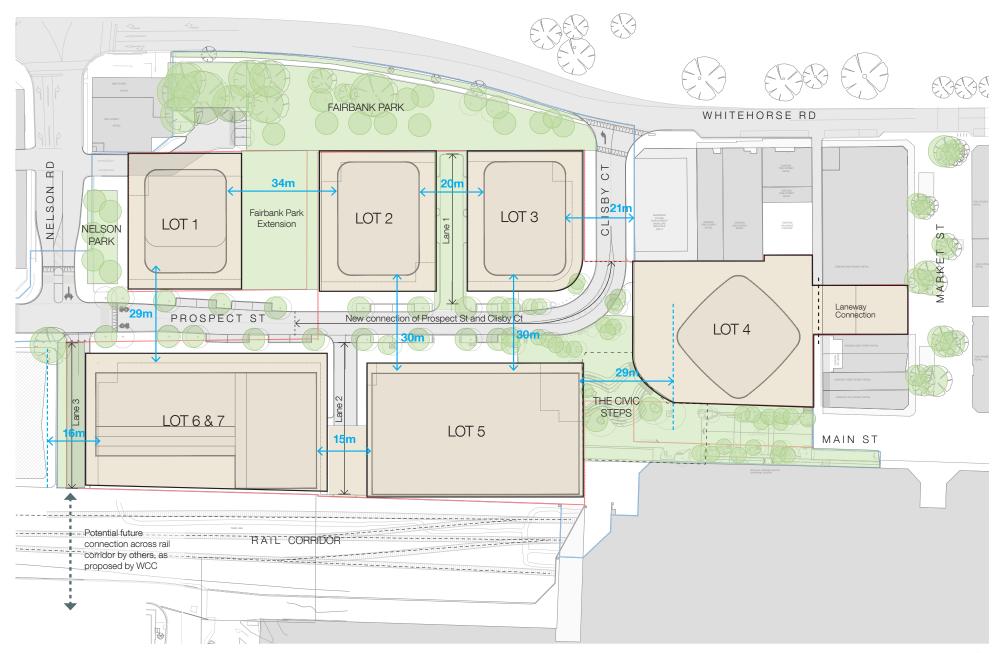
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BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN PROPOSAL 3 & RIIIT FORM

BUILT FORM SEPARATION

Canopy Extent



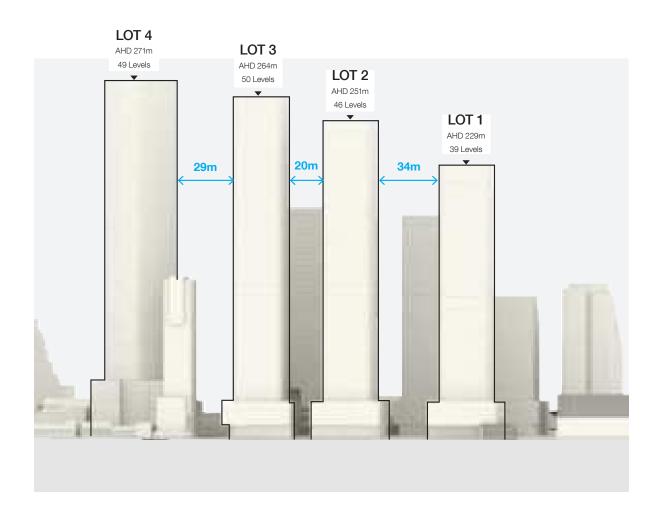


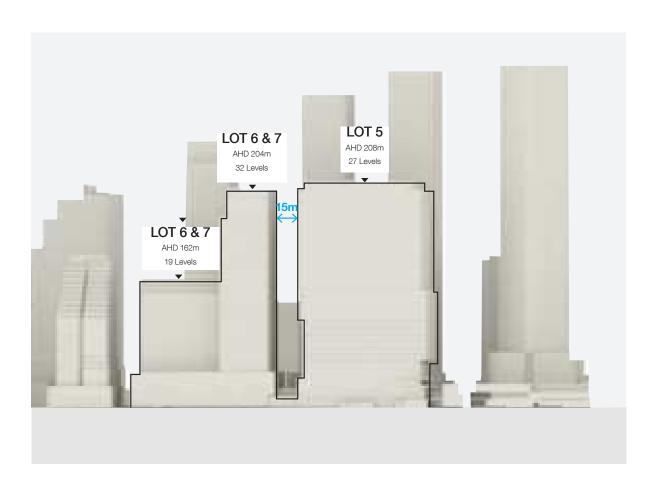


BOX HILL CENTRAL NORTH MASTERPLAN

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MASTERPLAN PROPOSAL 3.8 BUILT FORM





North Elevation South Elevation



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BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ Masterplan aerial

formation only.

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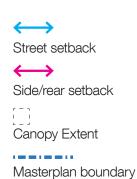
BOX HILL CENTRAL NORTH MASTERPLAN

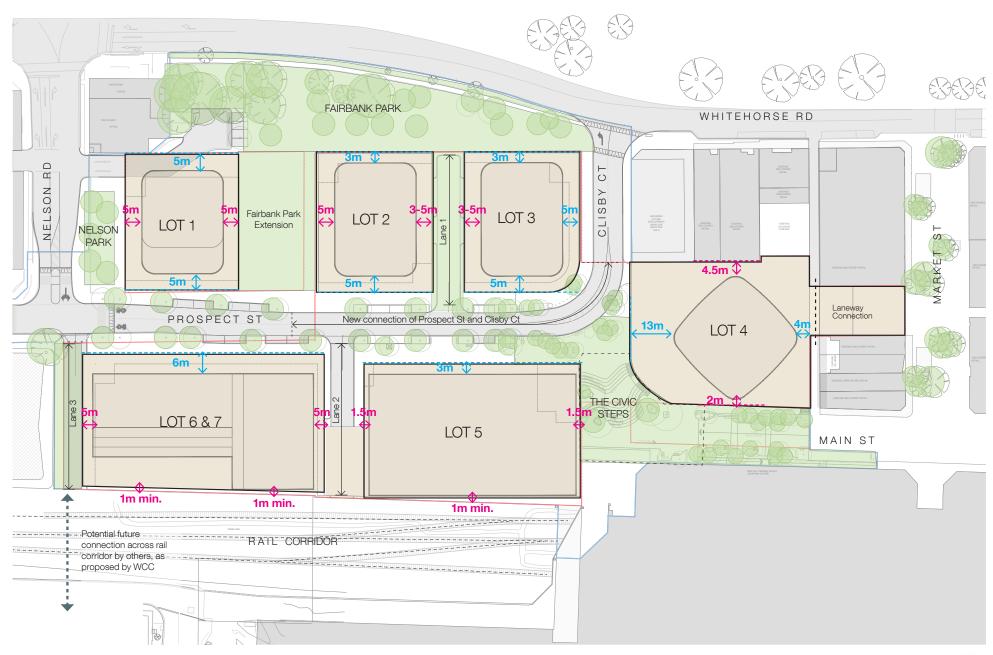
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MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.8 BUILT FORM

BUILT FORM SETBACKS









BOX HILL CENTRAL NORTH MASTERPLAN

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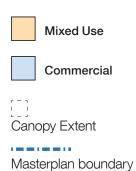
MASTERPLAN PROPOSAL 3.8 BUILT FORM

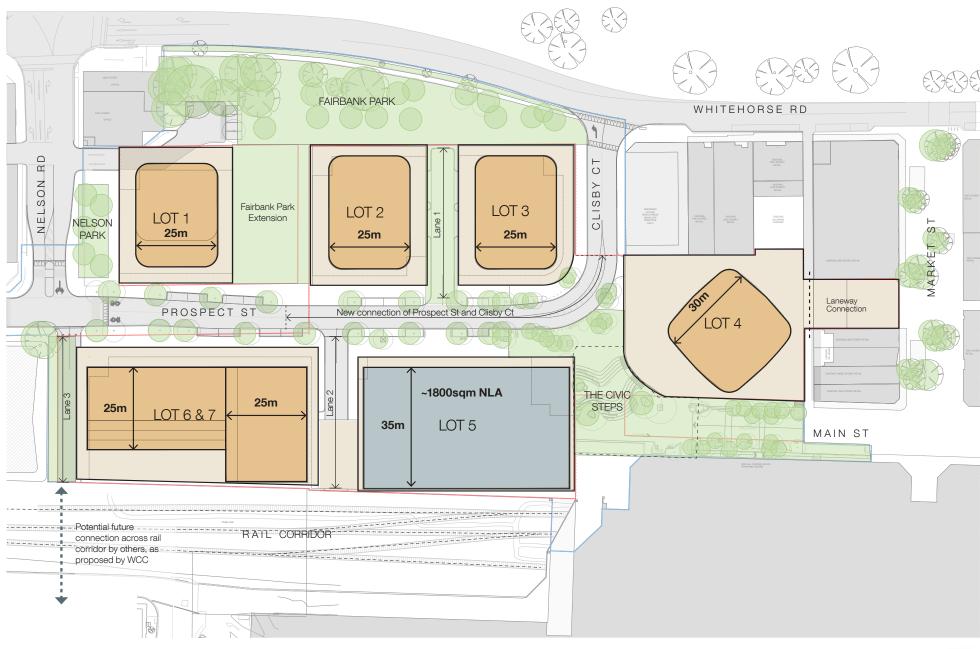
BUILT FORM DEPTH

/Large format commercial floorplate

/ Residential floorplate depth and compliance with BADS

/ Flexibility to respond to future market demands









BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.9 STREET WALLS

/ Appropriate street wall height to its context

9m street wall

18m street wall

20m street wall

......

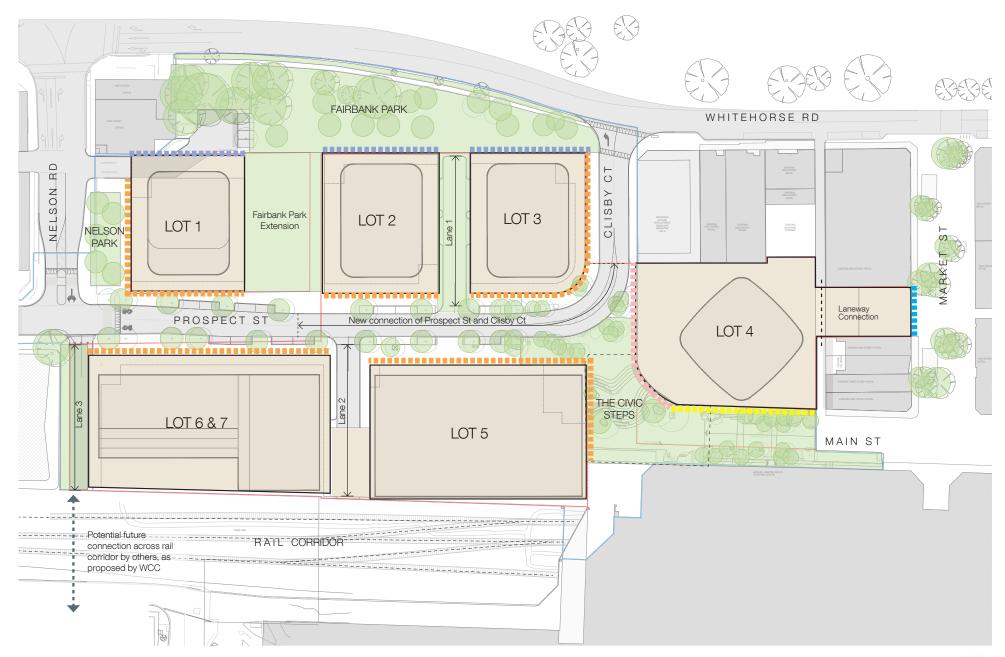
23m street wall

28m street wall

F = 1

Canopy Extent

.....







BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL

3.10 LAND USE

/A truly mixed use masterplan with rich retail ground plane environment.





Canopy Extent





BOX HILL CENTRAL NORTH MASTERPLAN

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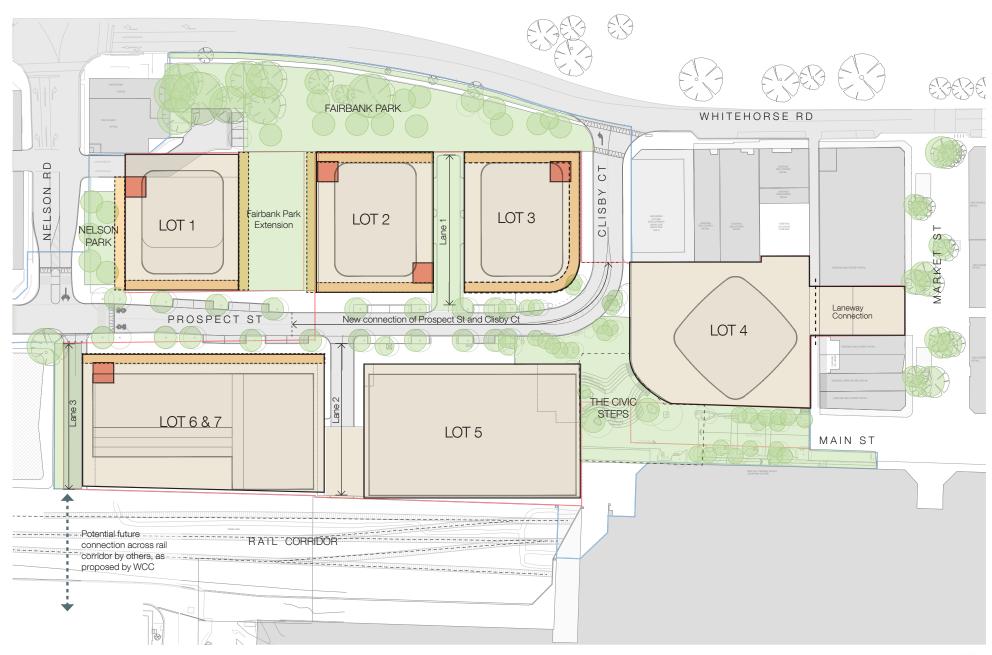
MASTERPLAN PROPOSAL 3.11 WIND CONTEXT

/ Northernly winds / Elevated position

/ Soft form towers / Public Realm Canopy



Canopy Extent





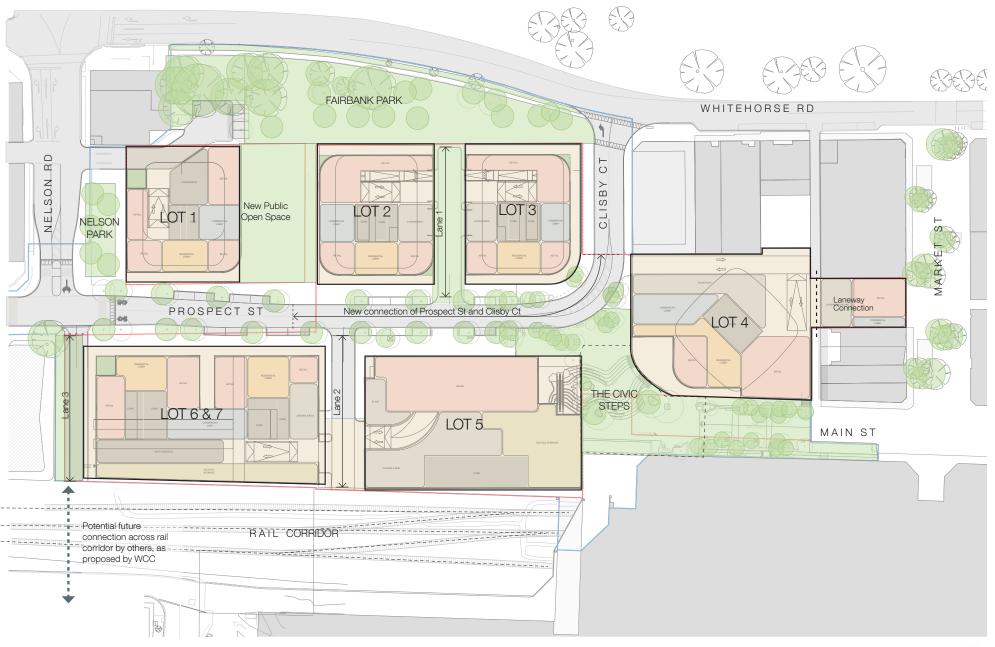


BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM

- / A truly mixed use masterplan with rich retail ground plane environment.
- / Ground plane provided is indicative and subject to further concept design of individual lots.







MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM

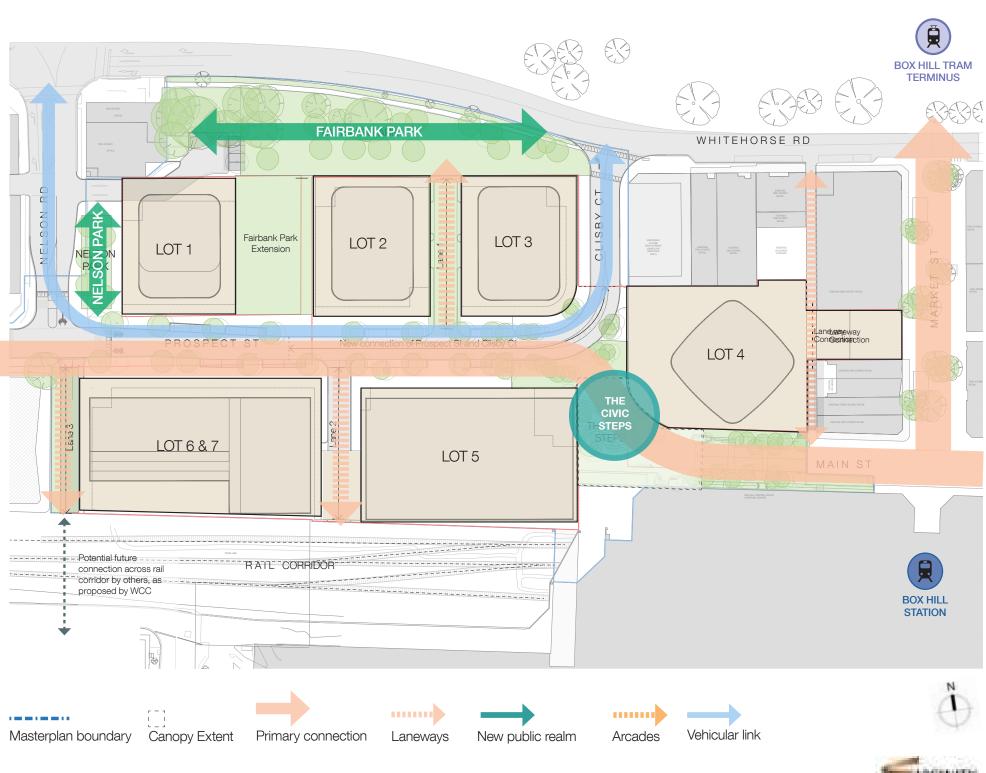
Prospect Street and Main Street form a vital connection and provide a main spine for the public realm. The newly created treelined Prospect Street extension not only provides vehicle access across the site but allows pedestrians to move freely to the western end of Main Street, encouraging activation and use of public transport. The civic steps connect Prospect Street and Main Street and are a significant contribution to the masterplan, negotiating the level change and will create a civic heart and further public amenity to the context.

The authentic pedestrian character of the existing Market Street and Main Street malls is completed by the transformation of the western end of Main Street from a loading dock into a new pedestrian mall. Appropriate street trees and a wind canopy create a high quality and comfortable environment. The active frontages are engaging and provide further activation to the east- west public realm spine.

North-south laneways and arcades provide further permeability and connections through the site each with its own character. This diversifies the public realm offering within the masterplan. Prospect Street stitches seamlessly into Nelson Road and Clisby Court and provides vehicle and pedestrian connection to Whitehorse Road.

The proposed closure of Fairbank Lane and the creation of Fairbank Park offers much needed public open green space and buffers Whitehorse Road. The active frontages of Lots 1,2 and 3 provide interest and the potential to spill out onto the sunny and green Fairbank Park. This is complemented by the newly created Nelson Park which acts as a pocket park.

The diverse network of spaces are rich, activated, welcoming and will enrich Box Hill and help the existing and future communities to thrive.







BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT



/ Vibrant and Active Retail. Main Street looking towards Lot 4, Lot 5.





MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -

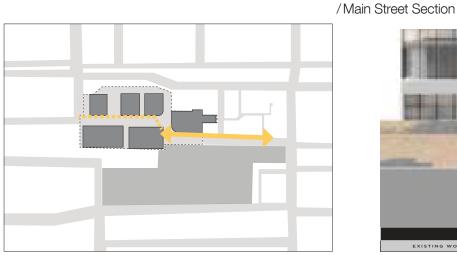
/The masterplan allows for the unlocking of Main Street, making a positive and direct connection from Station Street through to Prospect Street.

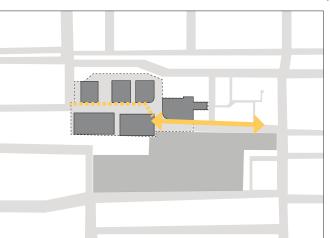
/ Main Street will be improved and extended as a key pedestrian zone maintaining the main entry spine for Box Hill Central and the train station.

/ Main Street links and merges with the proposed steps and civic space whilst creating a generous linear public realm that at various points spreads out into centrally focused public spaces.

/A canopy is proposed to provide weather protection including wind mitigation and a comfortable outdoor environment. This will allow year round activation and connection to transport interchange.

/The interfaces between Main Street and the proposed developments are active frontages that provide a place for people to inhabit.















/Landscape Plan

Diagram sourced from Public Realm Masterplan Design report prepared by Lat.27





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ Pedestrian Priority. Prospect Street looking towards east

*Artist impression provided for information only.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -PROSPECT STREET

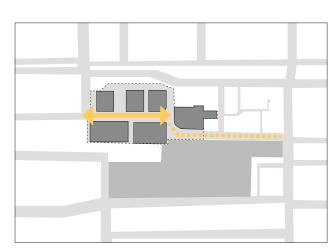
/The extension of Prospect Street through to Clisby Court and connection up to Main Street is the key urban move that delivers the east west connectivity across the Box Hill town centre. It creates new addresses for developments and significant public realm outcomes for the community of Box Hill.

/ Prospect Street will be a rich and active retail environment with shop fronts and lobbies flanking both sides. By locating vehicle, services accesses to laneways, Prospect Street frontages are free of inactive frontages.

/ Prospect Street generously accommodates pedestrians, giving them the most space, allowing for opportunities for outdoor dining and ensuring a pedestrian friendly zone with canopies and awnings for weather protection.

/With street trees on both sides, Prospect Street is a two way road and allows for seamless car parking in designated areas.

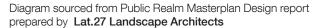
/The vibrant and active ground plane as well as the high quality generous street will significantly elevate the character of this key connection.















BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT



/The Civic Heart of Box Hill. Looking south west across The Civic Steps





MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -PROSPECT STREET

/ Each lot has been designed with appropriate podium heights and tower setbacks from Prospect Street.

/Awnings and canopies are envisaged to the ground plane to provide weather and wind protection for a comfortable and rich pedestrian experience.

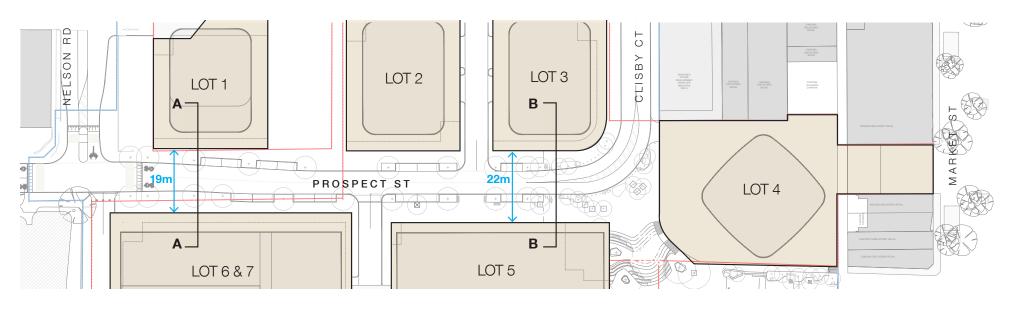
/The footpaths are generous in width with street trees and generous canopies.

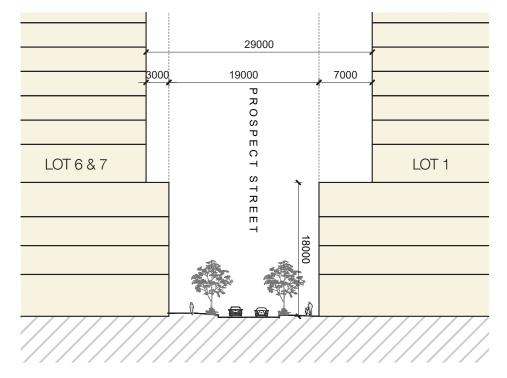
/High quality paving and street furniture will elevate the public experience.

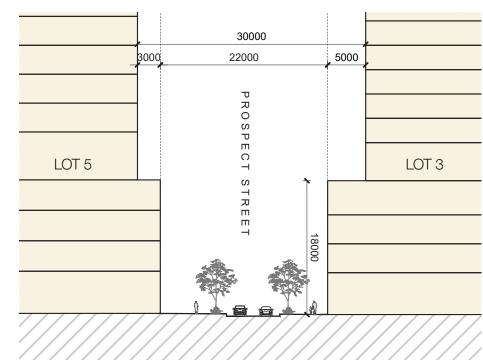
/Active frontages are proposed with opportunities for retail units to spill out onto the street, further animating the Prospect Street experience.

/On-street parking is provided along Prospect Street.

/Ample visitors bicycle parking is provided to Prospect Street.







SECTION A-A PROSPECT ST WEST

SECTION B-B PROSPECT ST EAST





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -LANEWAYS

/ Laneways and arcades are proposed to increase north south permeability of the site. There is a diversity in character and each has been carefully considered to provide different levels of amenity and connectivity:

/ Lane 1 is service in nature and open to the sky, allowing vehicle access to Lot 2 and Lot 3. It also provides the opportunity to locate critical building infrastructure items such as meter rooms and hydrants. Although vehicle entries are located on this lane, pedestrian access is available to improve pemeability.

/ Lane 2 is service in nature, allowing vehicle access to Lot 5 and Lot 6 and provides the opportunity to locate critical building infrastructure items such as meter rooms and hydrants. The end of the lane is closed off to the rail corridor to provide safe access to meters and vehicles entries located in this lane.

/ Lane 3 is conceived as a high quality and generous shared street which has the potential to accommodate the connection of future bridge link across the rail corridor under consideration by Whitehorse City Council.













Examples include / Sydney: Steam Mill Lane, Sydney

/ Melbourne: Madame Brussels Lane, Hardware Lane, QV Laneways



MASTERPLAN REPORT

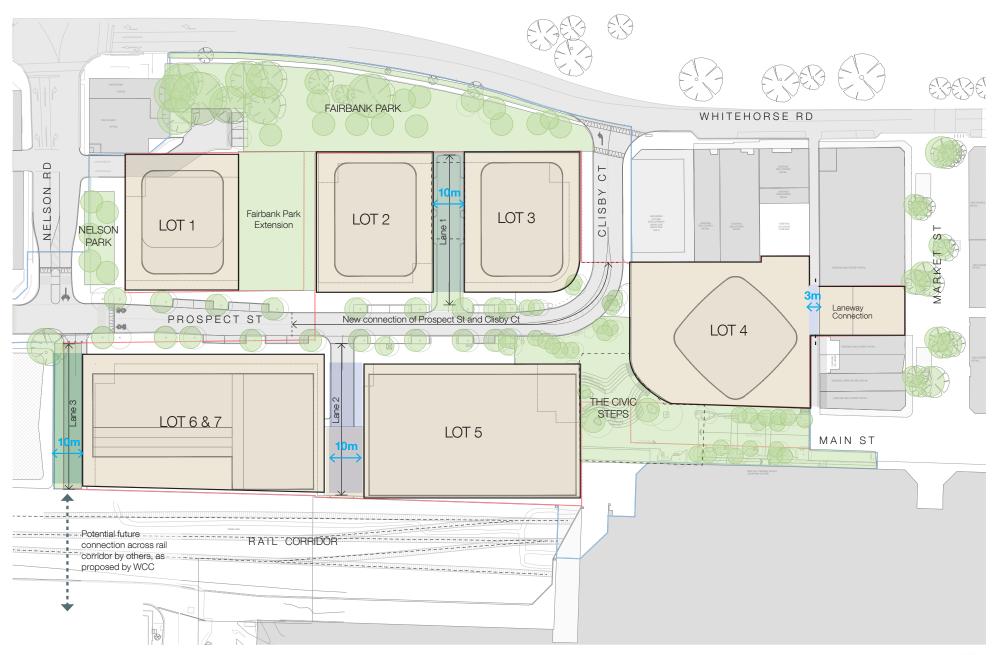
MASTERPLAN PROPOSAL 3.12 PUBLIC REALM LANEWAYS





[_] Canopy Extent

.







BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT



/ Creating a Vital Connection. Prospect Street looking south towards Lot 5 and the Civic Steps





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -THE CIVIC STEPS

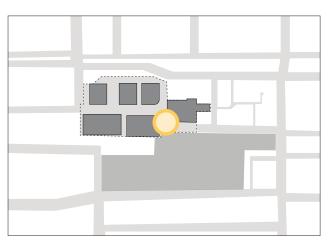
/The Civic Steps are an important public focal point highly integrated into the re-imagined Main Street and the pedestrian progression from there into Prospect Street and Clisby Court.

/The steps take advantage of the topography to create a grand stair that offers circulation, leisure, public arena and a sense of arrival. It will become a key connector.

/ Accessibility challenges caused by existing level difference is addressed with two publicly accessible lifts in Lot 4 and Lot 5 which will be open 24/7. Publicly accessible escalators are also proposed as part of Lot 5.

/The large curve of Prospect Street and the pedestrian Main Street provide the Steps with a generous curtilage above and below. These spaces provide a natural stage where the Civic Steps can form the auditorium, a casual viewing point to observe the events and activities in the public open space below.

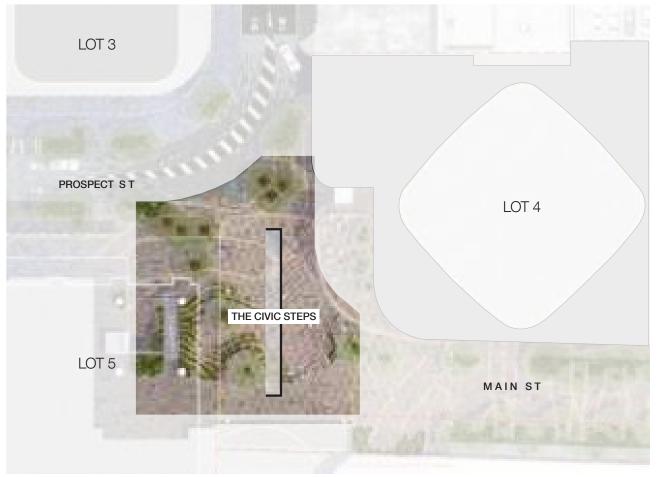
/ A canopy covering the civic steps will provide weather protection and a comfortable environment, to support year round activation.

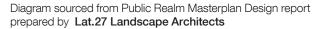
















10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

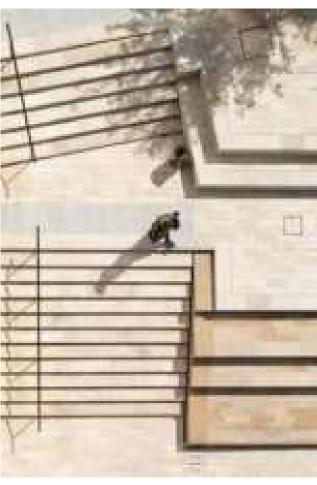
MASTERPLAN PROPOSAL 3.12 PUBLIC REALM THE CIVIC STEPS

- / Connectivity
- / Permeability
- / Active frontages and retail
- / Diversity in spaces
- / Civic Heart















BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT



/ A flexible Civic Space. The Civic Steps looking east towards Lot 4

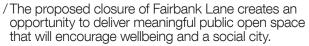




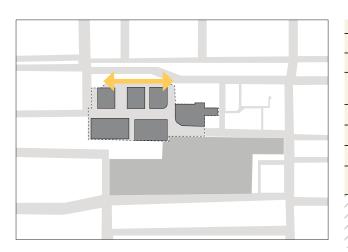
BOX HILL CENTRAL NORTH MASTERPLAN

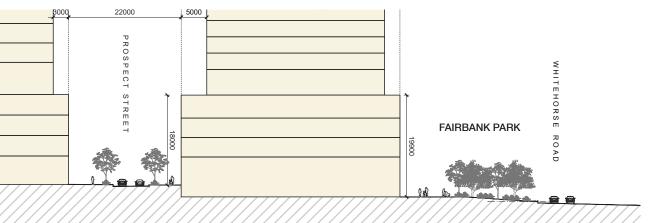
MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -FAIRBANK LANE



- / Fairbank Park will have excellent access to sunlight and with the proposed high quality landscaping proposals, it will be a pleasant environment for the public to relax, engage and interact with.
- /This much needed green public open space has unique character and offers amenity that is currently not available in Box Hill, further diversifying the range of public amenity on offer.
- /With the proposed closure of Fairbank Lane and the introduction of additional public realm, a further buffering will be provided to the traffic of Whitehorse Road.
- /Active frontages and retail opportunities to Lot 2 and Lot 3 will further activate the park. Food and beverage offerings have the ability to spill out onto the park and provide a pleasant environment for the community.

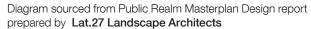
















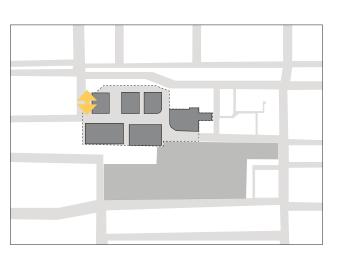
BOX HILL CENTRAL NORTH MASTERPLAN

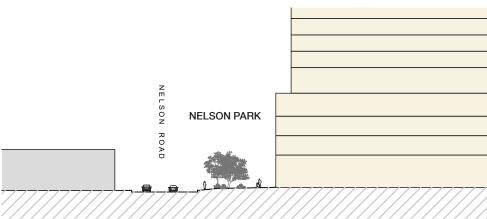
MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM -NELSON PARK



- /This smaller more intimate public space adds to the variety and diversity of public spaces across the town centre.
- /It is envisaged that green lawned areas and trees will provide opportunities for respite. connection and foster a sense of community.
- / Active frontage and retail opportunities along east side of Nelson Park will activate this edge.







/Pancras Square, London



/ Active Play. The Goods Line, Utlimo









WHITEHORSE RD

LOT 1

PROSPECT ST

BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM

PUBLIC REALM AND BENEFITS

Public Open Space

- A1 Fairbank Park
- A2 Nelson Park
- A3 Connection between Prospect St and Fairbank Park

Privately Owned Public Open Space

- B1 Lot 4 public space
- B2 Lot 5 public space
- B3 Plaza (The Civic Steps)
- B4 Lot 1 public space

Public Realm - Pedestrian Priority Area

- C1 Lane 3 future pedestrian/cycling connection
- C2 West end of Main Street

Public Realm - New East-West Connection

D1 New connection of Prospect St and Clisby Ct

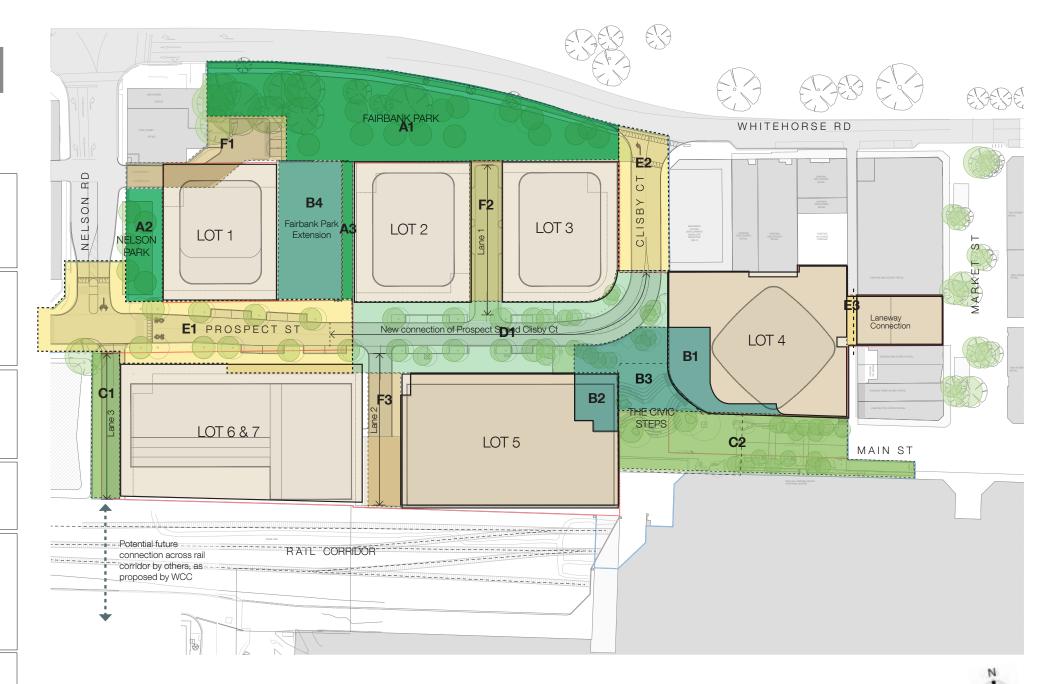
Public Realm - Other Connections

- E1 Widen and upgrade existing Prospect St and Nelson Rd/Prospect St junction
- E2 Widen and upgrade Clisby Ct and Clisby Ct Whitehorse Rd junction
- E3 Reopening of service lane east of Lot 4

Public Realm - Service Lanes

F1 New driveway for 852 Whitehorse Rd

- F2 Lane 1
- F3 Lane 2







BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM



New driveway for 852 Whitehorse Rd

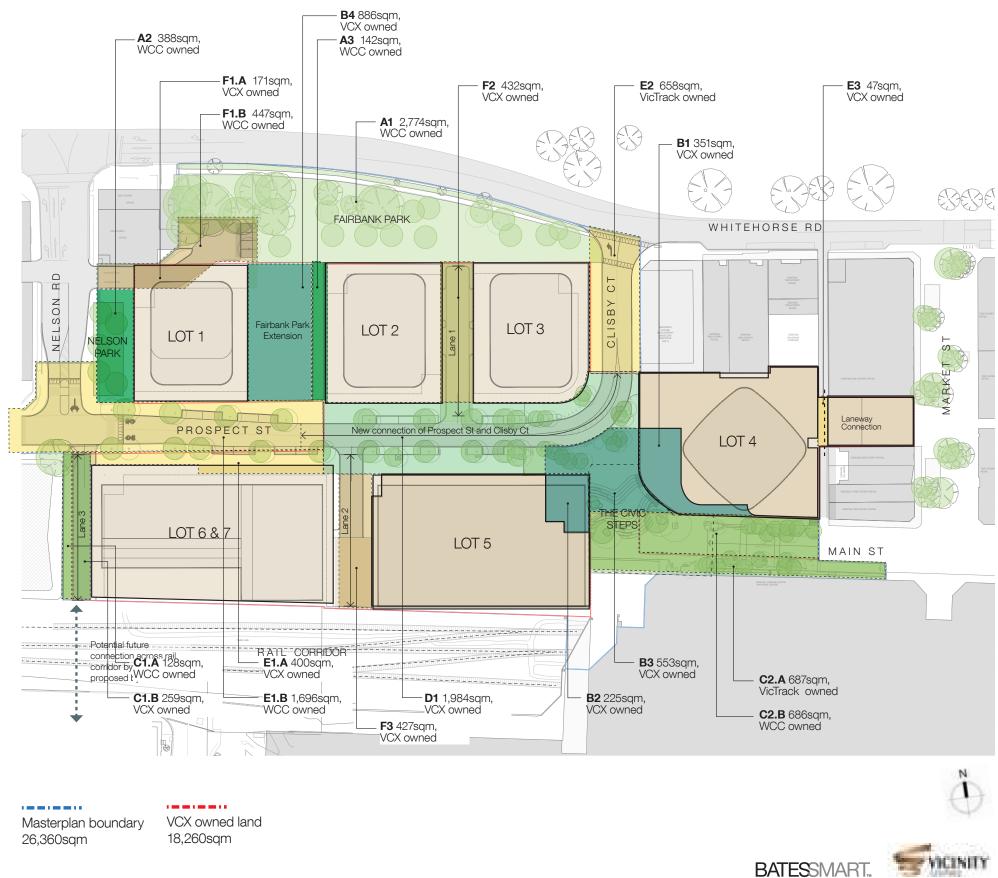
Total Area: 1,050sqm

F2

F3

Lane 1

Lane 2



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.12 PUBLIC REALM

NEW OPEN SPACE ON COUNCIL LAND

Existing Open Space

Existing area north of Fairbank Lane 1,480sqm

Proposed New Open Space

Extension of existing area, replacing Fairbank Lane

1,294sqm

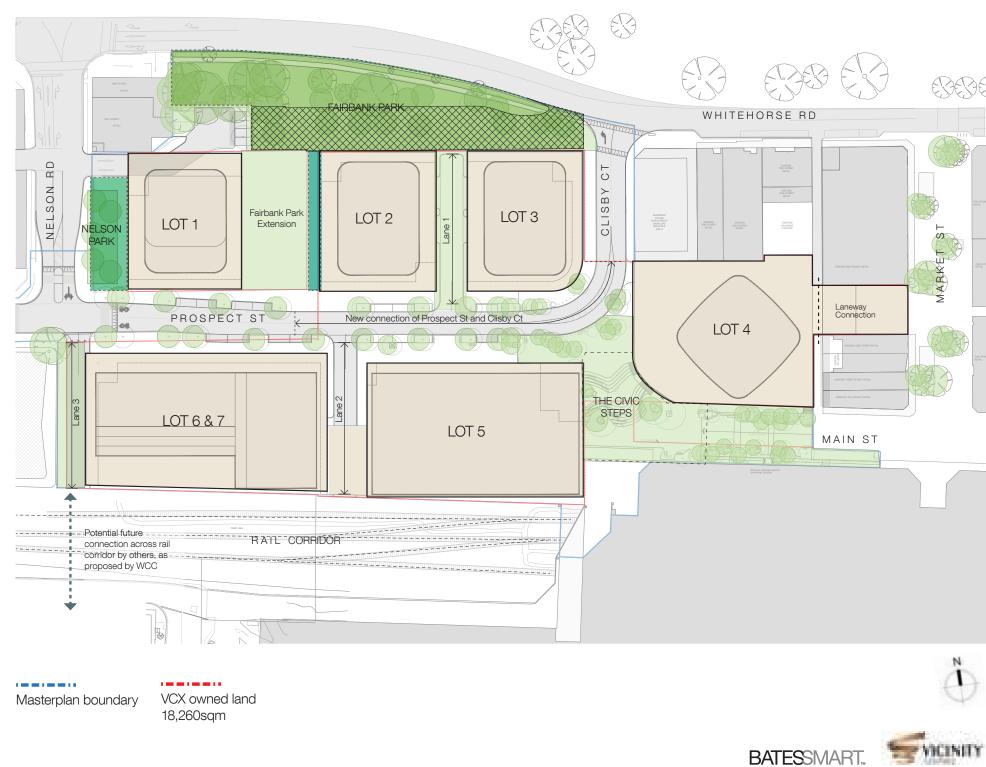
Area east of Nelson Road, replacing car parking

388sqm

Connection between Prospect St and Fairbank Park 142sqm

Total Open Space

3,304sqm





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

7-



/ Prospect Street looking west towards Lot 1 and Fairbank Park extension



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ Fairbank Park extension looking south towards Prospect Street and Lot 6/7



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.13 MOVEMENT AND ACCESS

PEDESTRIAN ACCESS

/ Active ground plane/ Interface with key public realm/ Strategic location of loading and carpark access

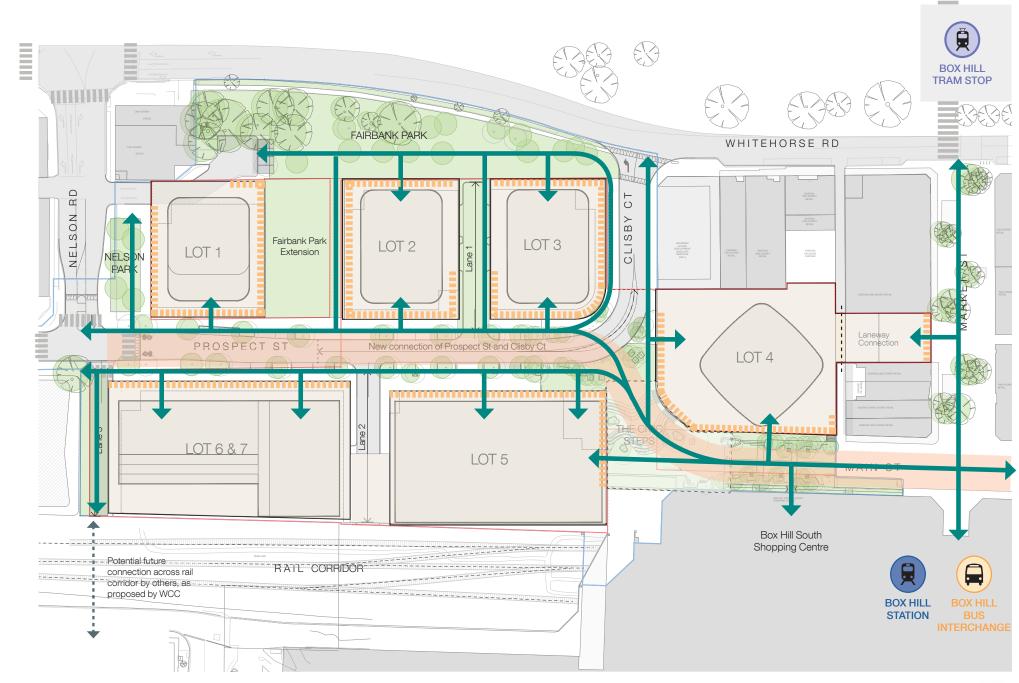


Pedestrian access

Active frontage

[_] Canopy Extent

.







BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.13 MOVEMENT AND ACCESS

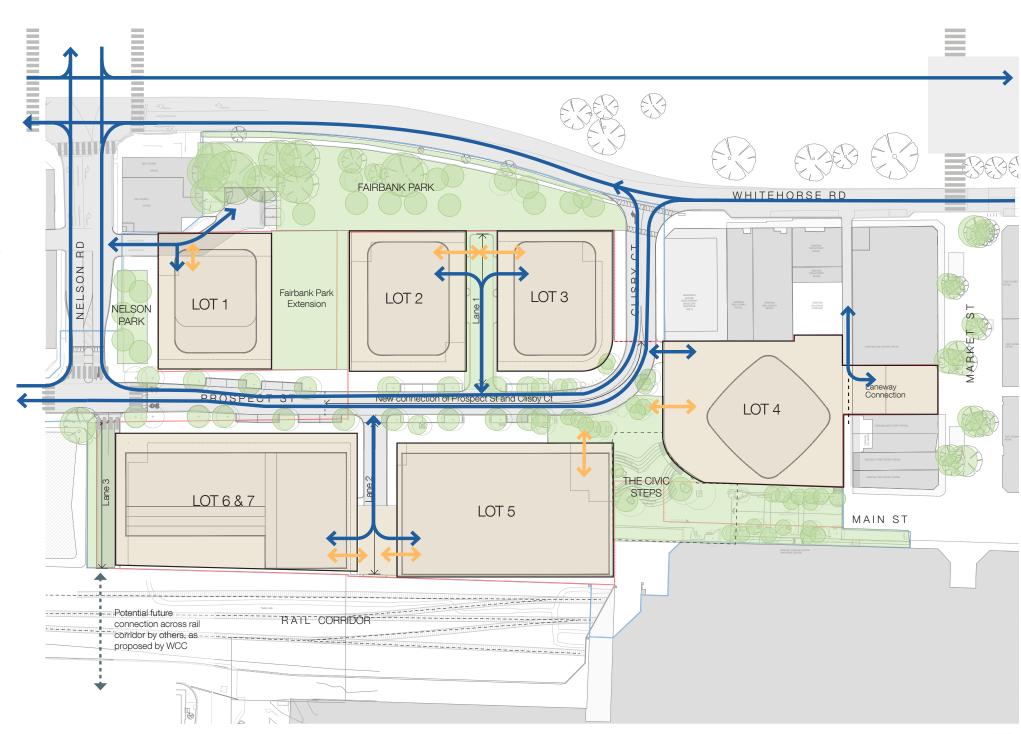
PRIVATE VEHICLE AND SERVICES VEHICLE ACCESS

Private and services vehicle access

Bicycle access

Canopy Extent

.







BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.13 MOVEMENT AND ACCESS

CARPARKING

/The base case approach to carparking is to deliver a carparking solution within the boundary of each lot.

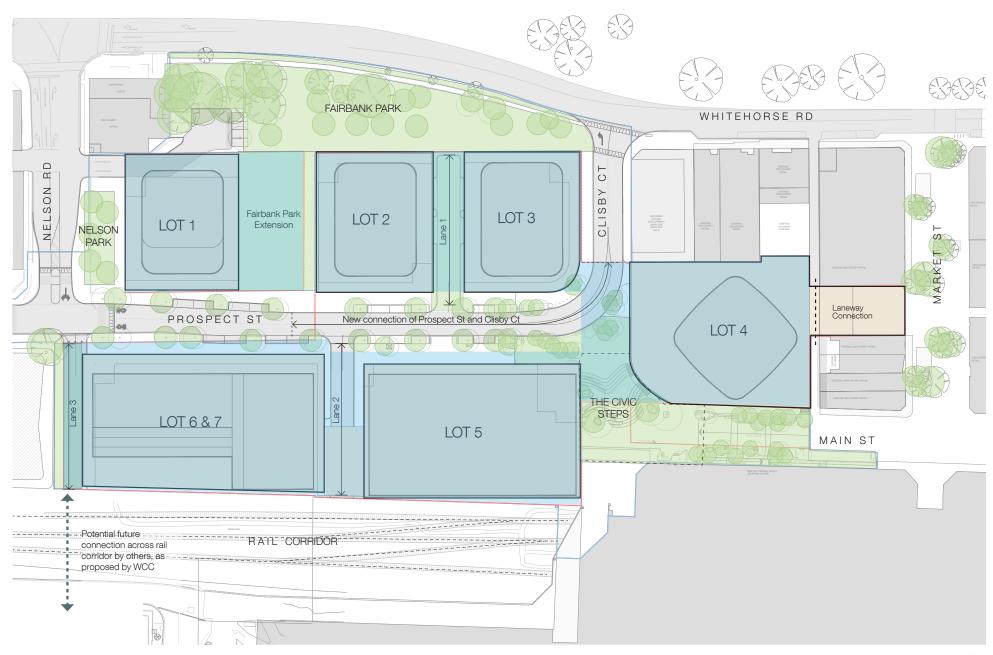
/ As each lot is developed, opportunities to provide more efficient basement carparking solutions will be investigated including potential to extend basement carparking into adjacent Vicinity and council owned land.



Basement envelope

Canopy Extent

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BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

MASTERPLAN PROPOSAL 3.13 MOVEMENT AND ACCESS

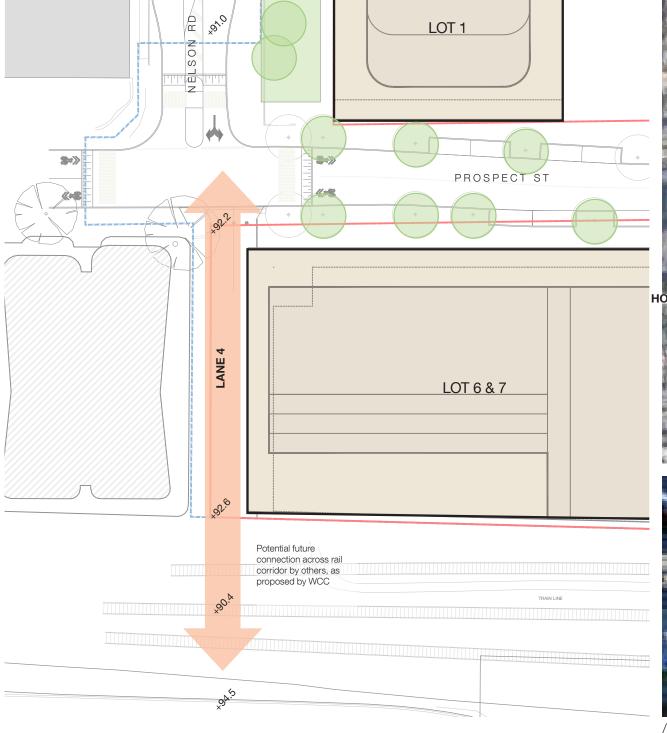
FUTURE BRIDGE LINK OVER RAIL CORRIDOR

/The proposed masterplan has the flexibility for a future bridge link across the rail corridor, to be provided in alignment with Nelson Road. (note the development and delivery of the bridge link is by others)

/To accommodate this, a generous laneway is proposed west of Lot 7.

/The nature of this lane has the flexibility to be further developed.

/ It is proposed that this will be a shared street environment with pedestrian and bicycle priority.







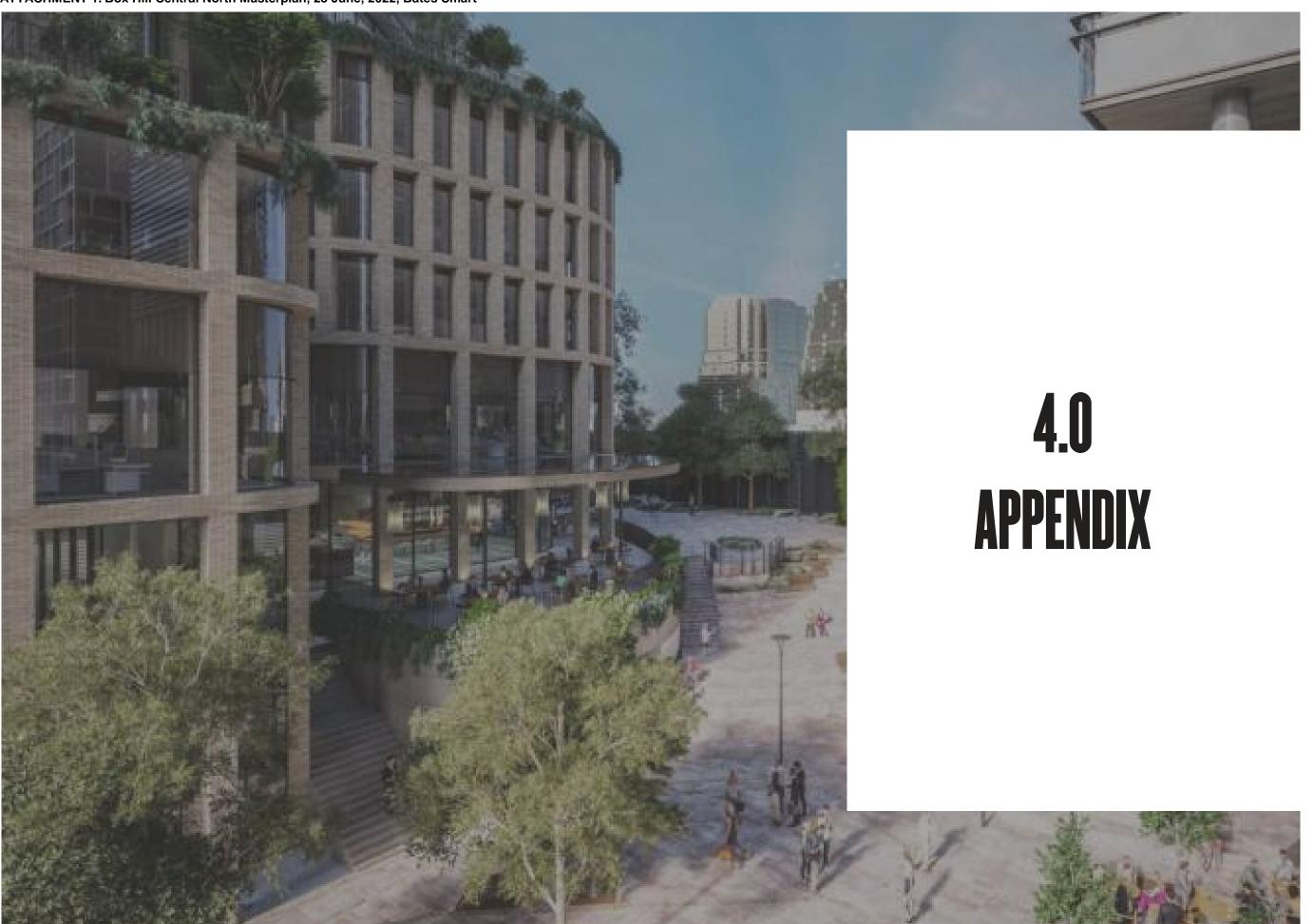
/Shared Traffic Zone. Lonsdale Street, Dandegnong

Canopy Extent





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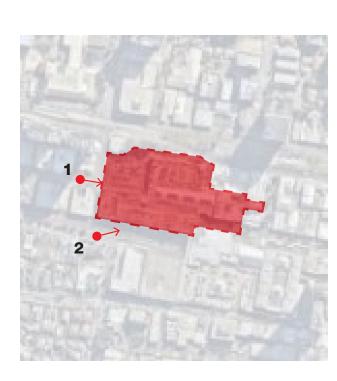
BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.1 EXISTING CONDITION KEY VIEWS TO SITE

/Interface with rail corridor /Inactive street fronts /Car-centric area







PICTURED

1/ From Prospect Street. Looking east towards the site 2/ From Hopetoun Parade looking north west towards the site.



10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.1 EXISTING CONDITION KEY VIEWS TO SITE

/Main Street is well used and active with entrance to Box Hill Central South.

/The interface with Whitehorse Road presents as a open multi-storey carpark







PICTURED

3/ From Whitehorse Road. Looking south towards the site 4/ From Main Street. Looking east towards the site.



BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT

4.1 EXISTING **CONDITION**

/Internal Retail Spaces in Box Hill Central North /Current external area around Main Street is inactive and terminates in a loading dock.

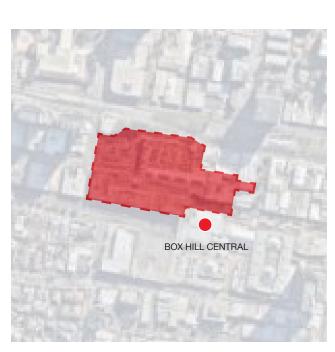
/ Much connectivity and activity is needed to enhance the public realm.











PICTURED

1,2/ Interior retail space in Box Hill Central North 3/ From Main Street looking west 4/Woolworths loading dock





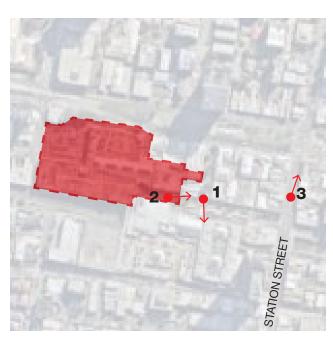
BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT

4.1 EXISTING **CONDITION**

/External retail space around Box Hill Central. /A culturally rich environment in an evolving urban context.









PICTURED

- 1/ Box Hill Central South Shopping Centre entrance
- 2/ Retail shops along Main Street
- 3/ Retail shops along Station Street.





BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

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4.1 EXISTING CONDITION MAIN STREET

/ Main Street is well used and active with entrances to Box Hill Central South Shopping Centre, but currently terminates abruptly at a loading bay and is in need of activation.









PICTURED

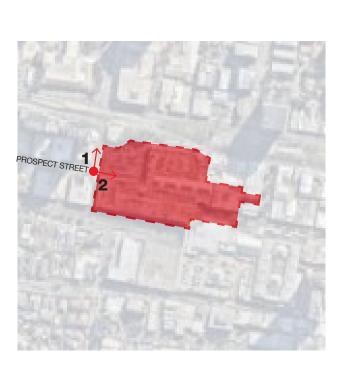
- 1/ Panoramic view of Main Street
- 2/ Box Hill Central South entrance on Main Street
- $\ensuremath{\mathrm{3}}\xspace$ The western end of Main Street. Currently used as a loading bay.



BOX HILL CENTRAL NORTH MASTERPLAN

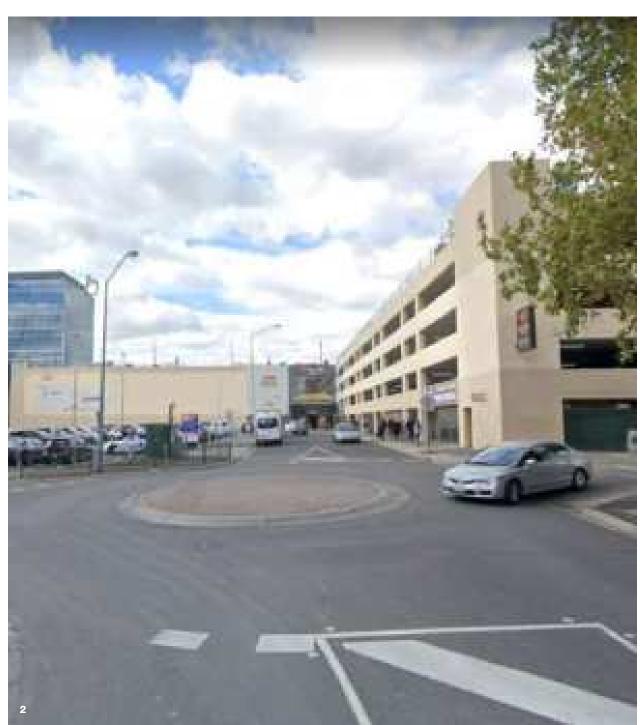
4.1 EXISTING CONDITION PROSPECT STREET

/ Prospect Street is car-centric without activation of shops and circulation compared to Main Street and Market Street.











BOX HILL CENTRAL NORTH MASTERPLAN

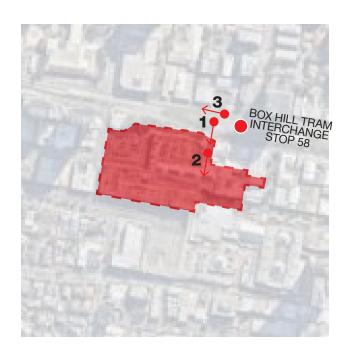
MASTERPLAN REPORT

4.1 EXISTING CONDITION CLISBY COURT

/ Clisby Court acts as a dead end loading zone /The tram interchange is located close to Clisby Court

/Whitehorse Road has higher numbers of vehicles / Planning approval has been granted by WCC for a new hotel on Clisby Court









PICTURED

1/ Looking towards Clisby Court from Whitehorse Road 2/ Looking towards the site from Clisby Court 3/ Tram interchange near Clisby Court.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.1 EXISTING CONDITION MARKET STREET

/Market Street is fully activated with shops facing the street. One of the entrances to Box Hill Central North is located on Market Street.







PICTURED

1,2/ Retail shops along Market Street 3/ Box Hill Central North entrance from Market Street.



BOX HILL CENTRAL NORTH MASTERPLAN

4.1 EXISTING CONDITION WHITEHORSE ROAD

/ Australian Taxation Office is located across Whitehorse Road.

/Box Hill tram interchange located north of Market Street

WHITEHORSE ROAD 3









PICTURED

1/ Box Hill tram interchange

2/ Australian Taxation Office from Whitehorse Road

3/ From Box Hill tram interchange looking west



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

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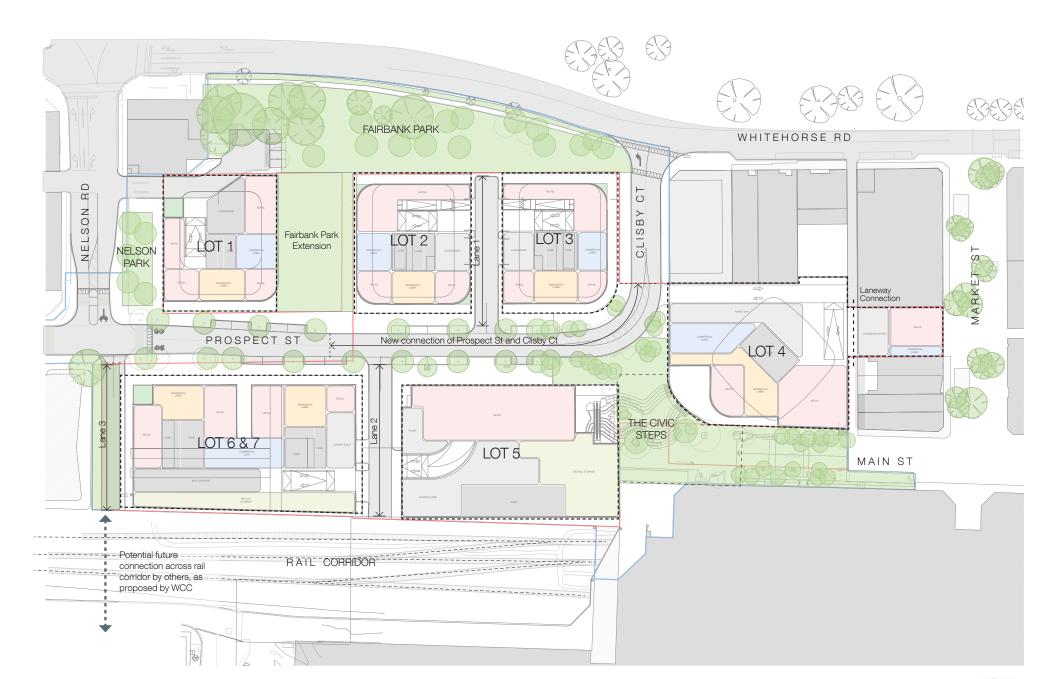
4.2 INDICATIVE CONCEPT PLAN

GROUND PLANE

Canopy Extent

Masterplan boundary

Existing title boundary



1:1000 @ A3



Note

All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.2 INDICATIVE CONCEPT PLAN

TYPICAL PODIUM

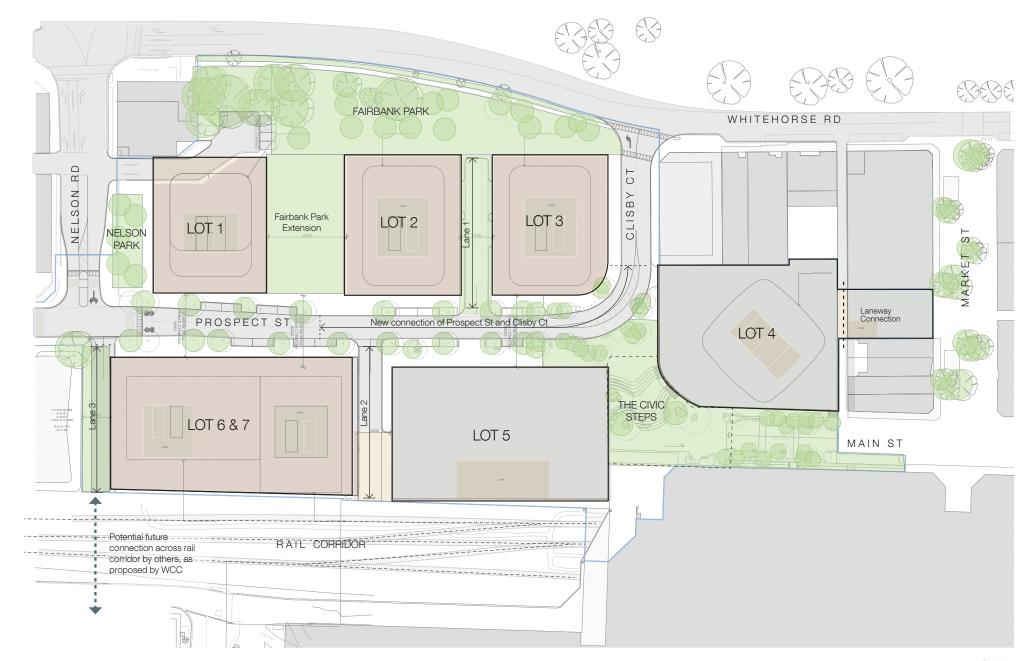


Commercial

Canopy Extent

Masterplan boundary

Existing title boundary



1:1000 @ A3



Note

All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.2 INDICATIVE CONCEPT PLAN

TYPICAL FLOOR



Residential



Commercial

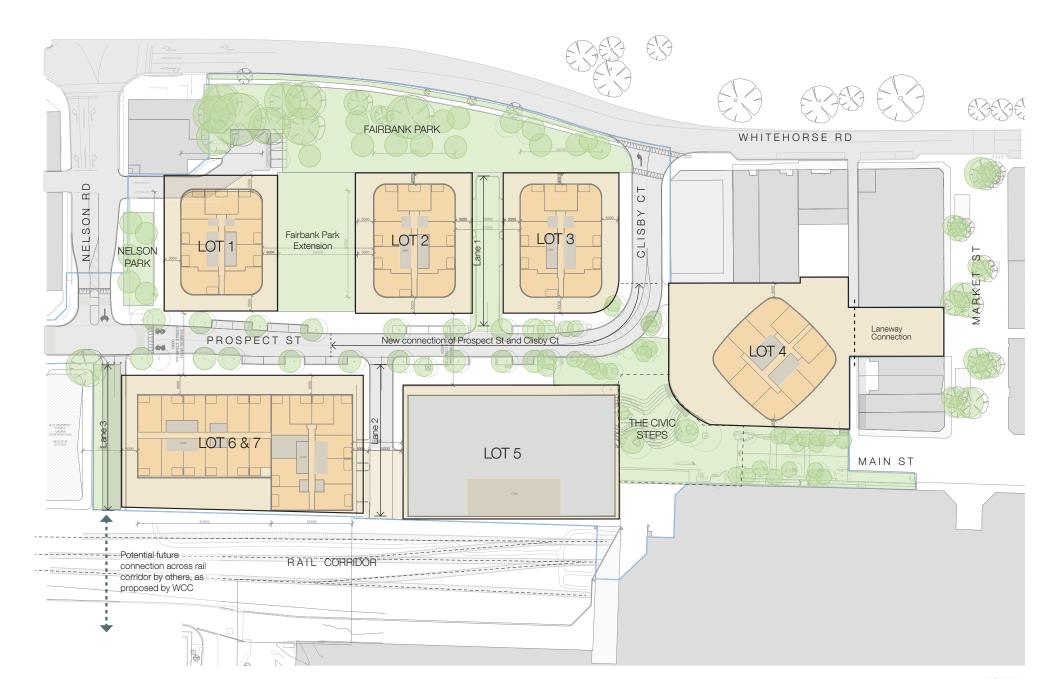
Canopy Extent

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Masterplan boundary

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Existing title boundary



1:1000 @ A3



Note

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BATESSMART.

10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

▼AHD 271 **CONCEPT PLAN** ∇AHD 264 ♥AHD 251 SECTION AA

/All dimensions and area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.

▼AHD 271

∇AHD 264

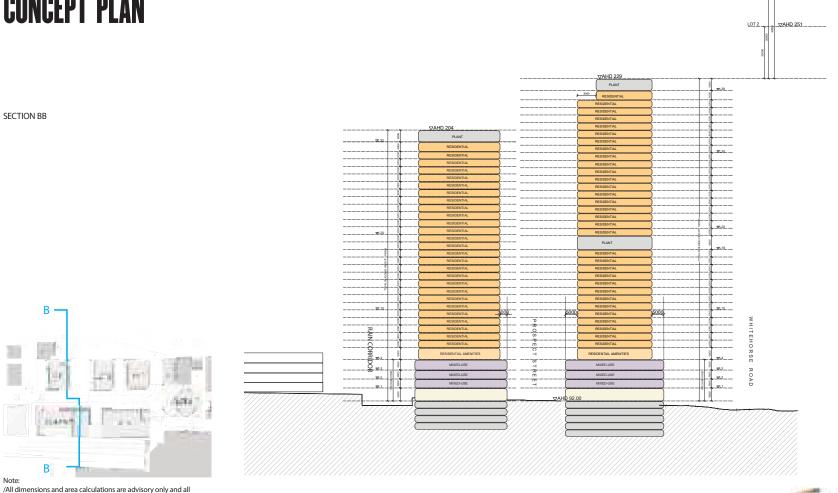
BATESSMART.

10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.2 INDICATIVE CONCEPT PLAN

figures should be checked and verified by a licensed surveyor.



BOX HILL CENTRAL NORTH MASTERPLAN **CONCEPT PLAN** LOT 3 AHD 264 LOT 5 SECTION CC ∇AHD 208 PLANT PLANT RAIN CORRIDOR PLANT /All dimensions and area calculations are advisory only and all BATESSMART. figures should be checked and verified by a licensed surveyor.

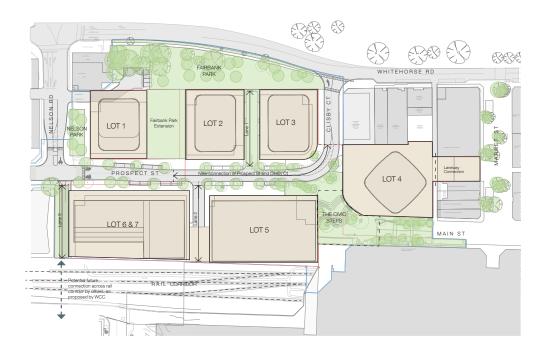
BOX HILL CENTRAL NORTH MASTERPLAN



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.3 INDICATIVE DEVELOPMENT SUMMARY



	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6 & 7	Total
Land Use	Mixed-use	Mixed-use	Mixed-use	Mixed-use	Commercial	Mixed-use	
Lot/Title Area Above Ground	1,751	2,014	1,714	2,838	3,551	3,797	15,665
Total Above Ground Levels inc. roof plant, excl. mezzanine levels	39	46	50	49	27	32	
Podium Levels	4	4	4	6	4	4	
Tower Levels	35	42	46	43	23	28	
Total Above Ground GFA (sqm)	32,158	41,854	44,932	53,229	65,224	51,700	289,097
Residential GFA (sqm)	25,160	34,000	37,420	37,253	-	38,530	172,363
Commercial GFA (sqm)	4,383	4,580	4,437	8,498	52,425	8,880	83,203
Retail GLAR (sqm)	564	505	534	865	1,317	494	4,279
Total Basement GFA (sqm)	8,770	10,524	10,482	9,252	11,037	12,940	63,005
Basement Levels	5	6	6	3	4	4	
No. Cars	222	222	221	224	202	307	1,398

Notes

GFA (Gross Floor Area) is the total floor area of a building, measured to external face of dominant wall or centre of party walls, and includes all roofed areas and balconies/terraces.

GLAR refers to Gross Lettable Area - Retail, indicative only

The figures presented here are indicative only and are subject to further detailed design and relevent planning approvals and building permits

All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor

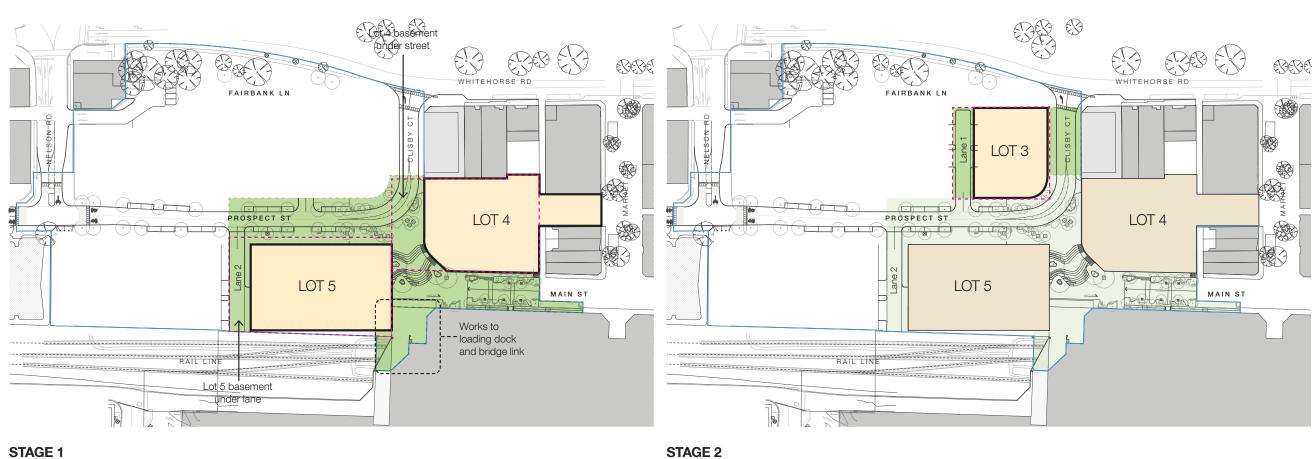
This table reflects conditions that are current as at the time of preparation $% \left(1\right) =\left(1\right) \left(1\right) \left($

This table will be subject to future changes in response to the marketplace



BOX HILL CENTRAL NORTH MASTERPLAN MASTERPLAN REPORT

4.4 PROPOSED **LOT STAGING**



STAGE 1



Built form



Public realm and interface works



Basement envelope

Staging works indicative only and subject to change in response to market conditions, detailed design and construction coordination

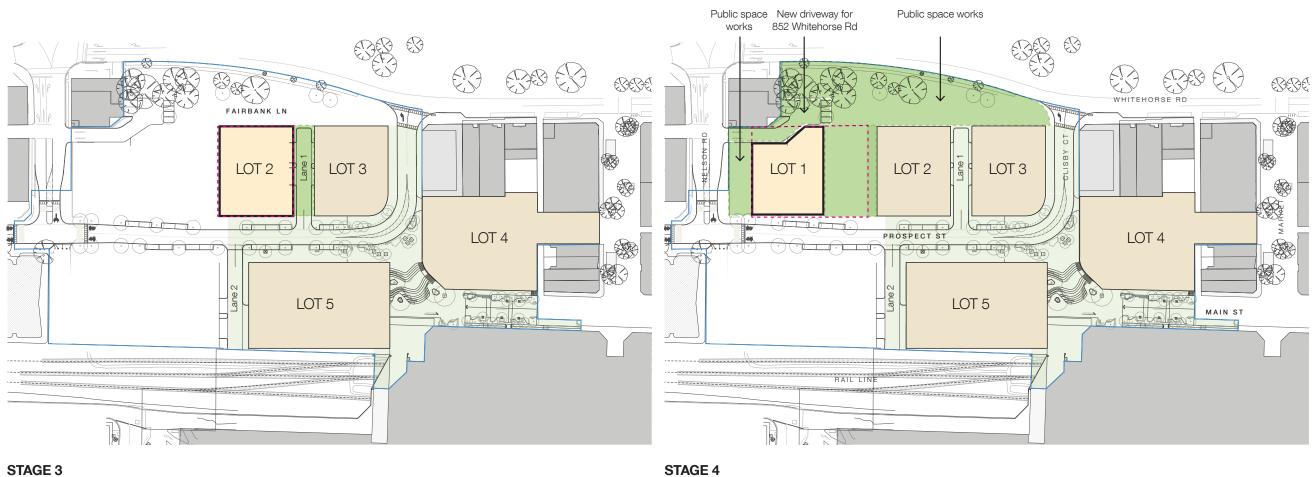


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10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.4 PROPOSED **LOT STAGING**



STAGE 3

Built form

Public realm and interface works



Staging works indicative only and subject to change in response to market conditions, detailed design and construction

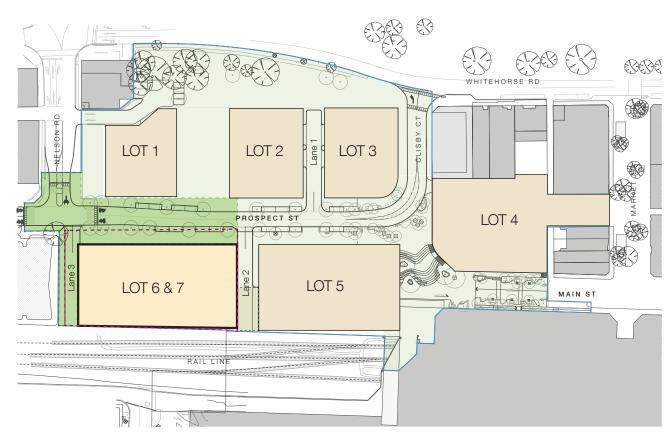
coordination



10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

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4.4 PROPOSED LOT STAGING



STAGE 5



Built form



Public realm and interface works



Basement envelope

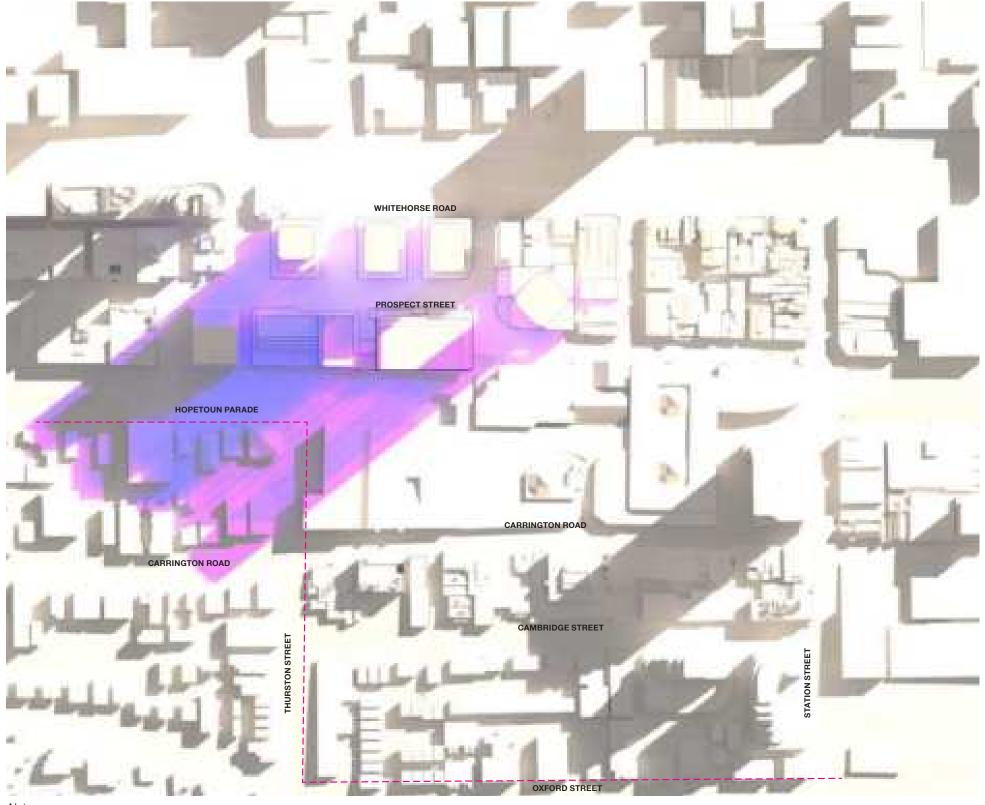
Staging works indicative only and subject to change in response to market conditions, detailed design and construction coordination

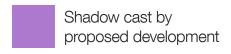


10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.5 SHADOW ANALYSIS 9AM 22ND CEDTEMBER





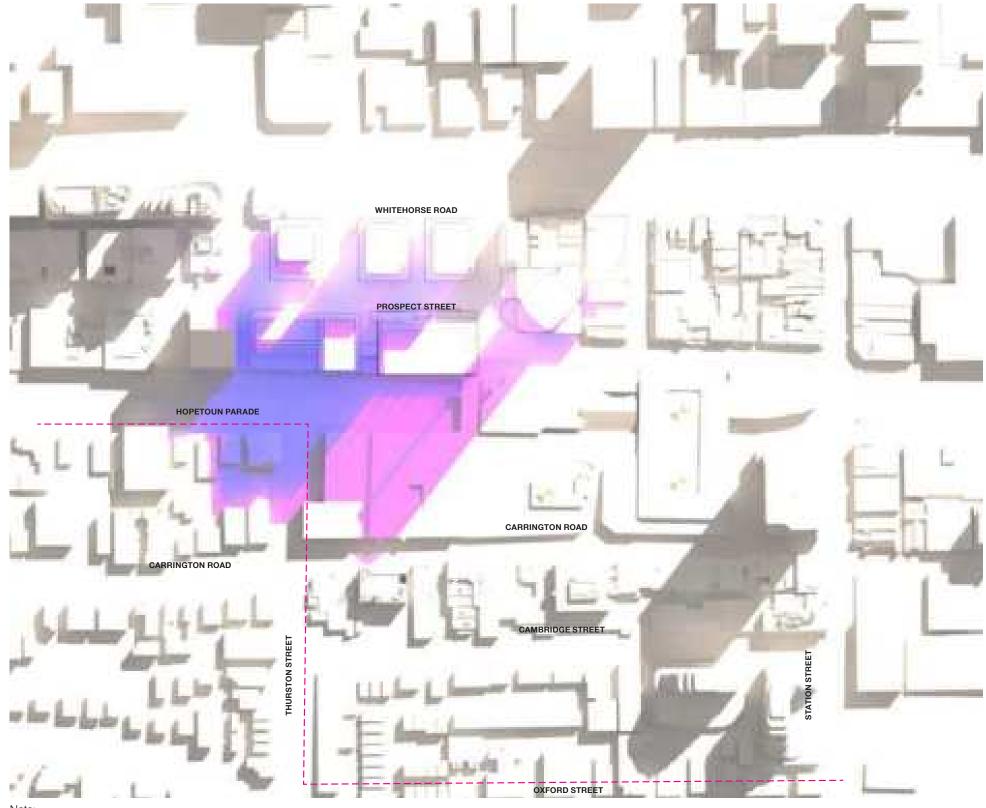
/Shadow studies are approximate and should be verified by a shadow consultant.

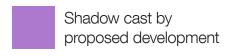




MASTERPLAN REPORT

4.5 SHADOW ANALYSIS 10AM 22ND SEPTEMBER



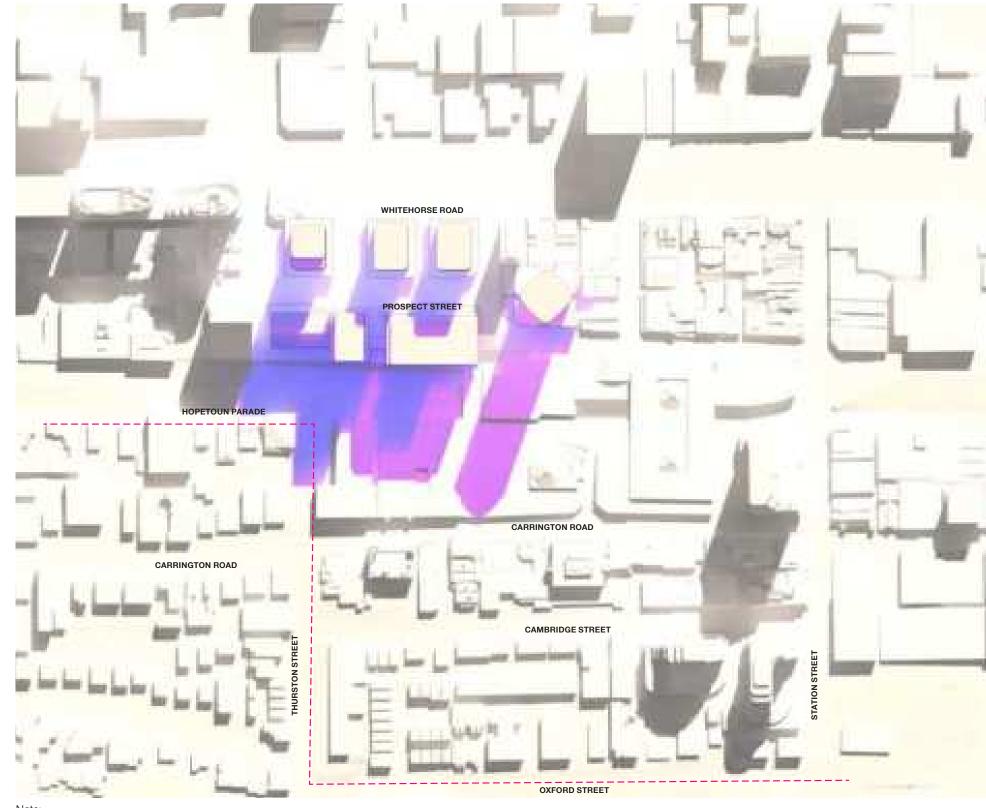


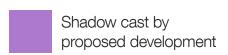
/Shadow studies are approximate and should be verified by a shadow consultant.



MASTERPLAN REPORT

4.5 SHADOW ANALYSIS 11AM 22ND SEPTEMBER





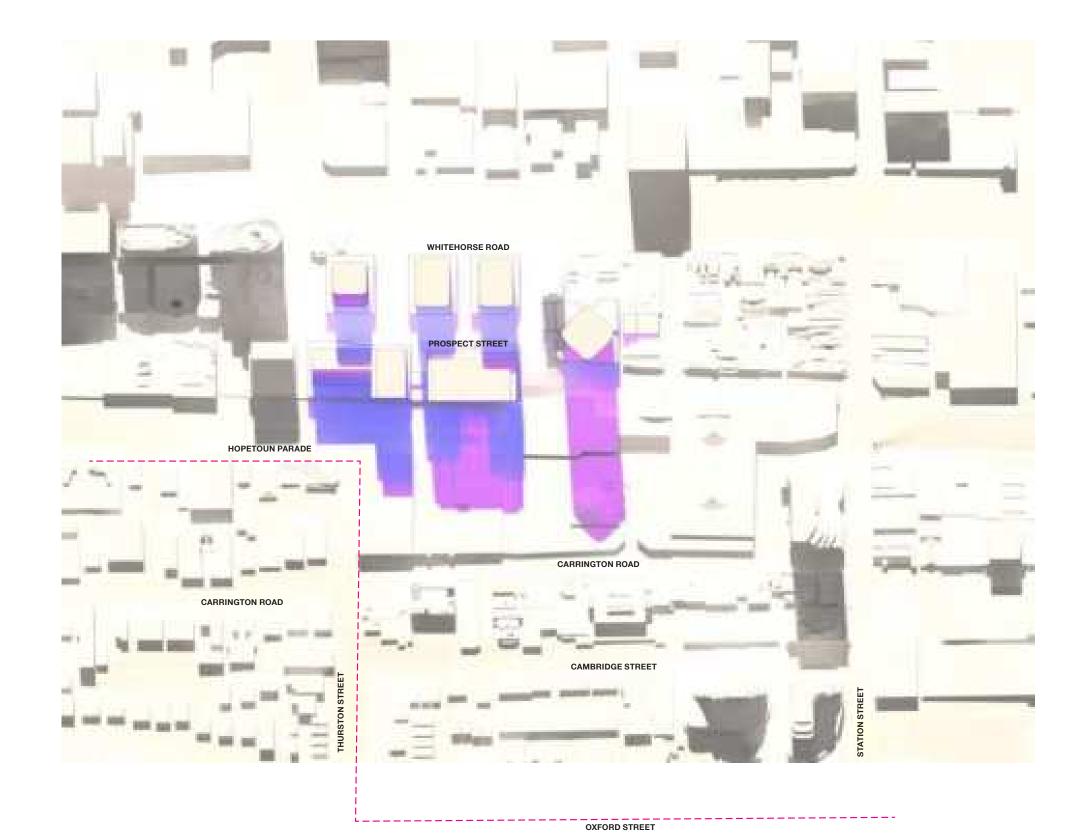
/Shadow studies are approximate and should be verified by a shadow consultant.

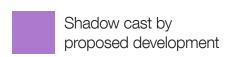




MASTERPLAN REPORT

4.5 SHADOW ANALYSIS 12PM 22ND SEPTEMBER





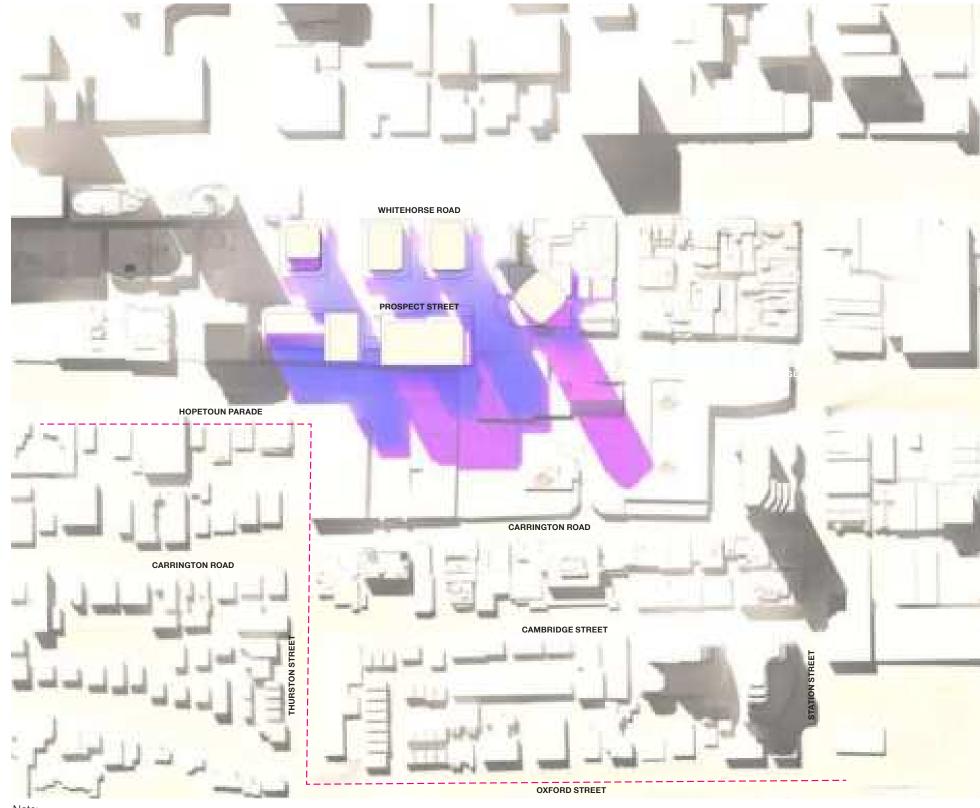
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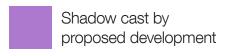




MASTERPLAN REPORT

4.5 SHADOW ANALYSIS 1PM 22ND SEPTEMBER





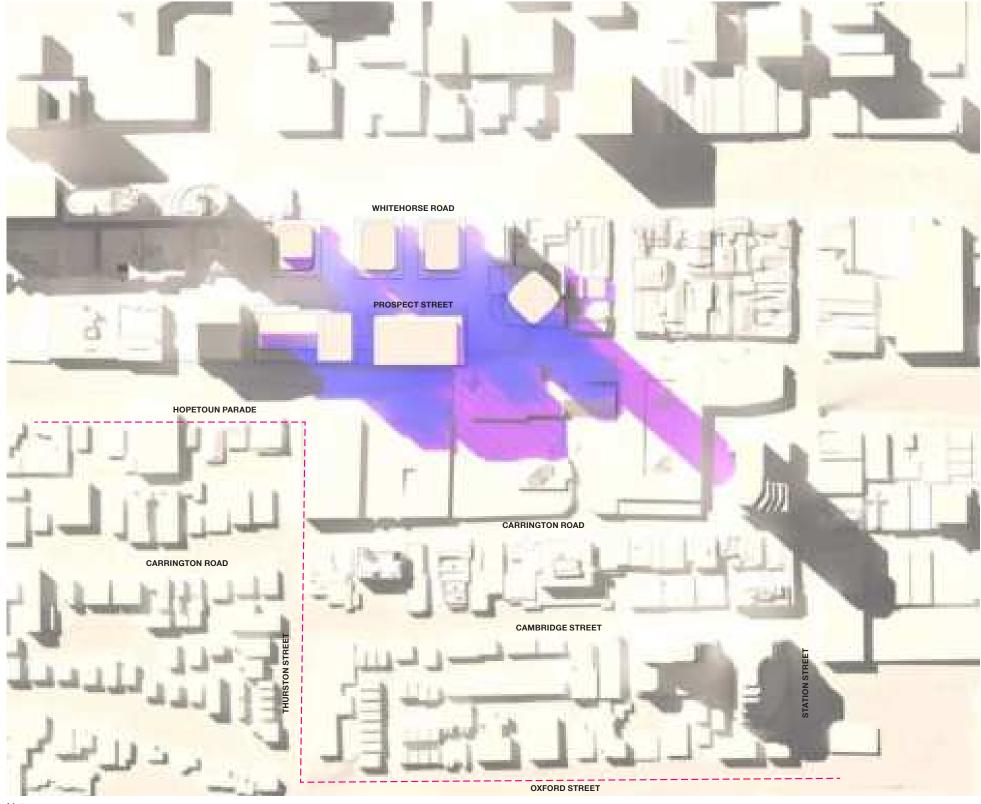
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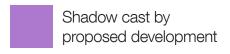




MASTERPLAN REPORT

4.5 SHADOW ANALYSIS 2PM 22ND SEPTEMBER





Note: /Shadow studies are approximate and should be verified by a shadow consultant.

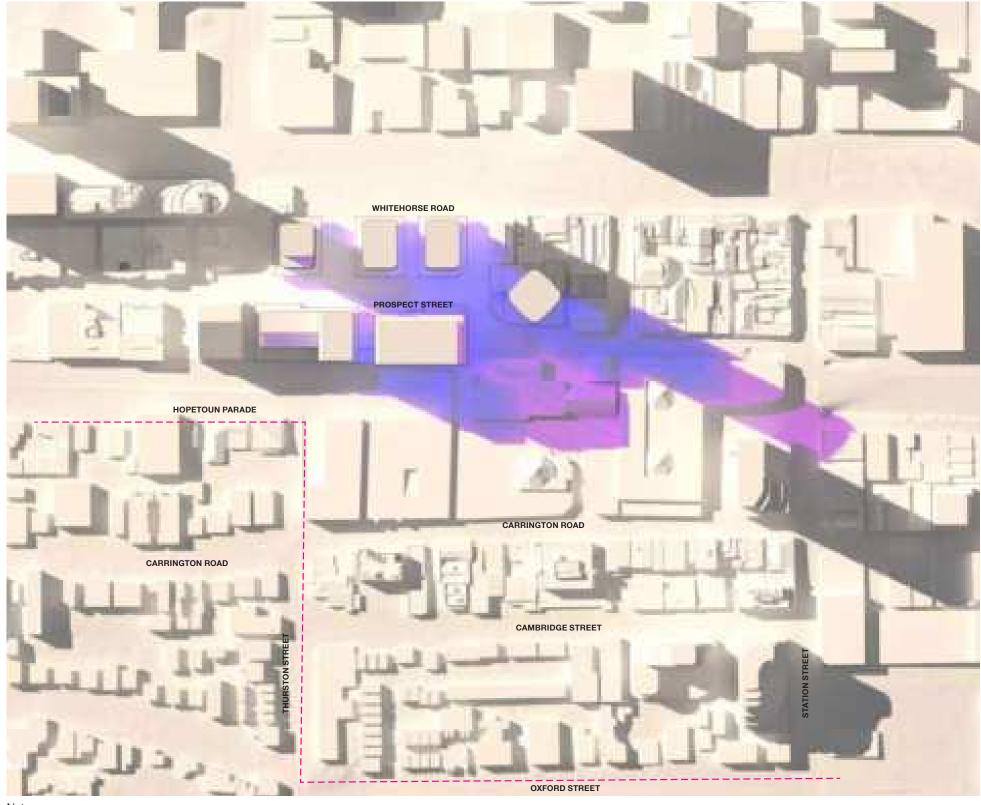


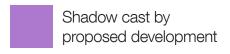


10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.5 SHADOW





/Shadow studies are approximate and should be verified by a shadow consultant.



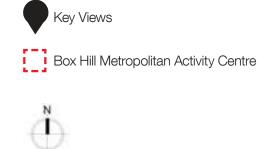


10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN

4.6 SURROUNDING CONTEXT 3D PERSPECTIVES







BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ View 1 - From the centre of Box Hill Gardens

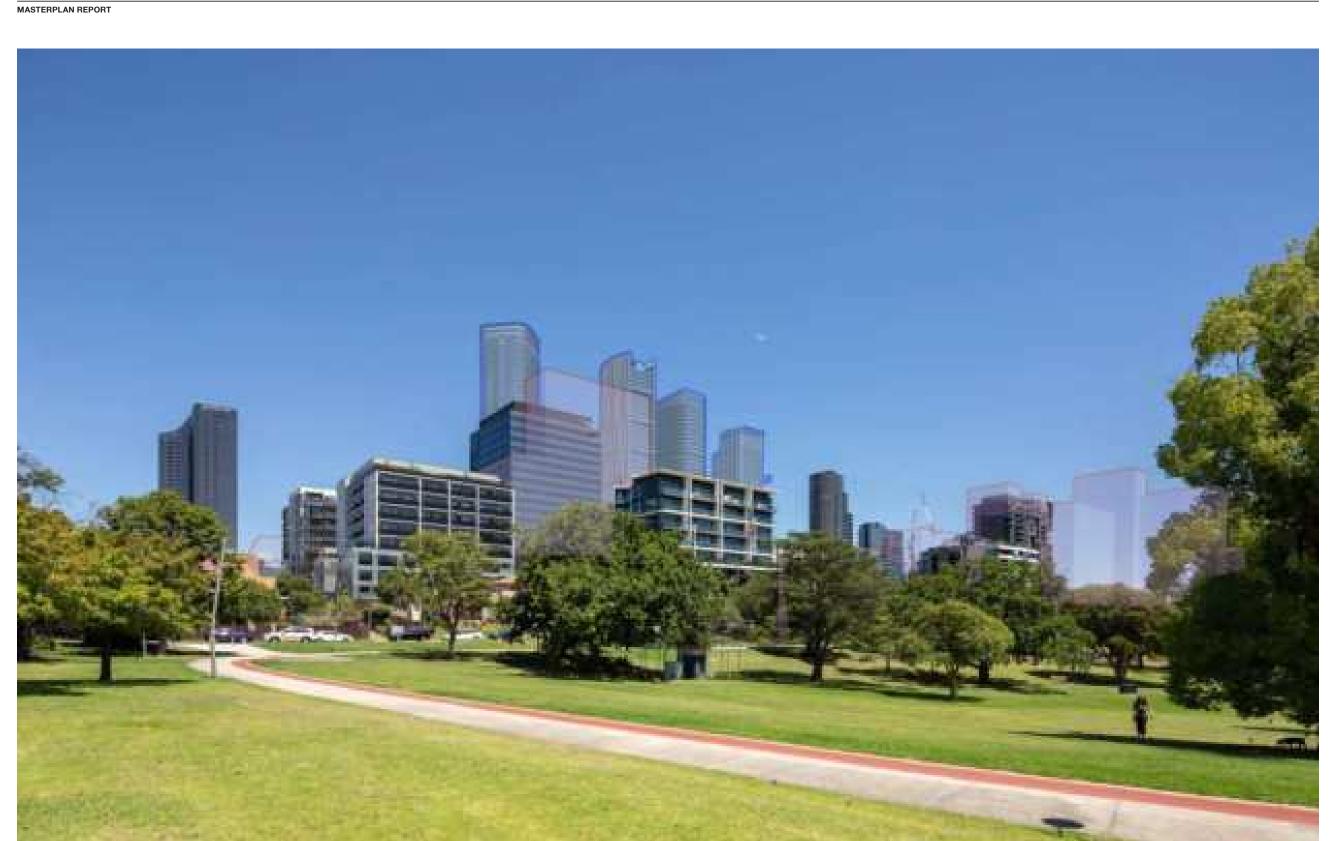
Proposed Built Form (Artist impression only)

Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.



BOX HILL CENTRAL NORTH MASTERPLAN



/ View 2 - From the eastern footpath of Box Hill Gardens

Proposed Built Form (Artist impression only)

Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.



10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN



/ View 3 - From the western footpath of Box Hill Gardens

Proposed Built Form (Artist impression only)

Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.





10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN



/ View 4 - From corner of Poplar Street and Whitehorse Road to west of the MAC

Proposed Built Form (Artist impression only)

Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.





10.3 – ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

BOX HILL CENTRAL NORTH MASTERPLAN



/ View 5 - From north-eastern corner of Whitehorse Road and Station Street to the east of the MAC

Proposed Built Form (Artist impression only)

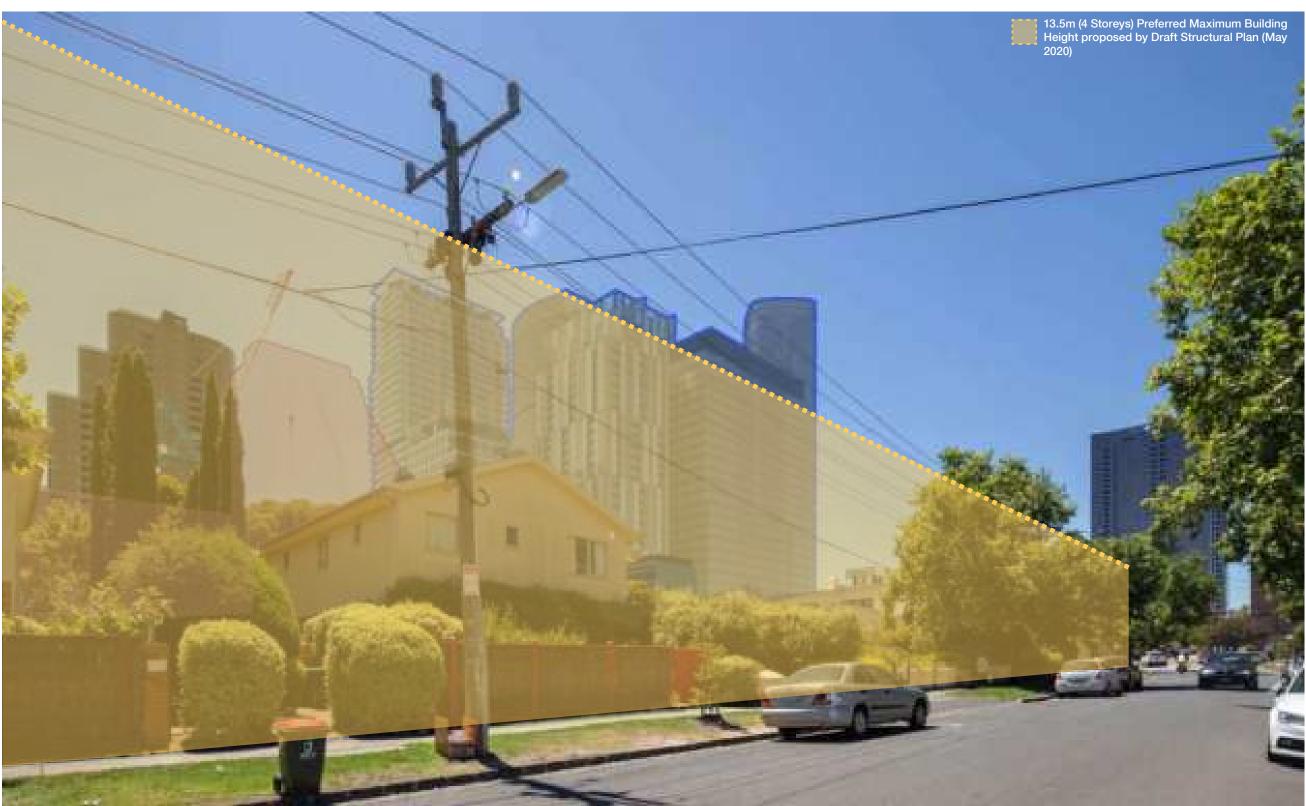
Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT



/ View 6 - From the southern footpath of Carrington Road between Thurston Street and Station Walk

Proposed Built Form (Artist impression only) Development under construction, approved or pending permit

*This photomontage is an approximate representation of the location of the proposed built form massing. Context information is indicative and provided for information only.

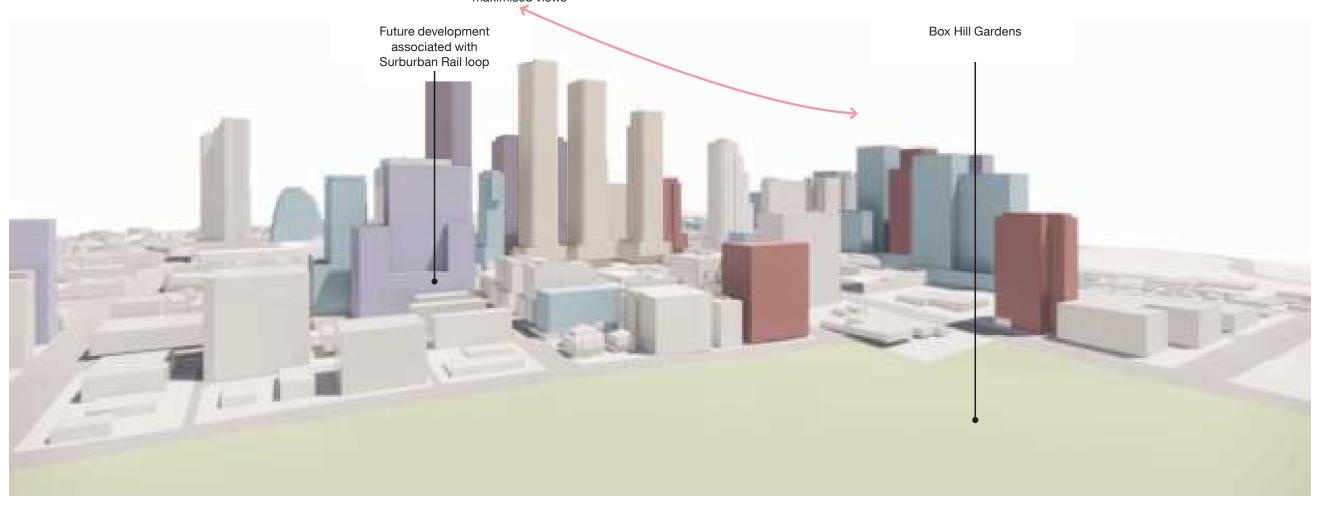


BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.7 SURROUNDING CONTEXT DEVELOPMENTS

Massing forms and orientation provide varied skyline and maximised views



/ View from North East

*Context information is indicative and provided for information only. No survey and AHD available.

Lot 1-3, 6 and 7

Approved development

Development pending permit



BOX HILL CENTRAL NORTH MASTERPLAN

MASTERPLAN REPORT

4.7 SURROUNDING CONTEXT DEVELOPMENTS

Future development associated with Surburban Rail loop



/ View from Whitehorse Road

Whitehorse Road

*Context information is indicative and provided for information only. No survey and AHD available.

Lot 1-3, 6 and 7

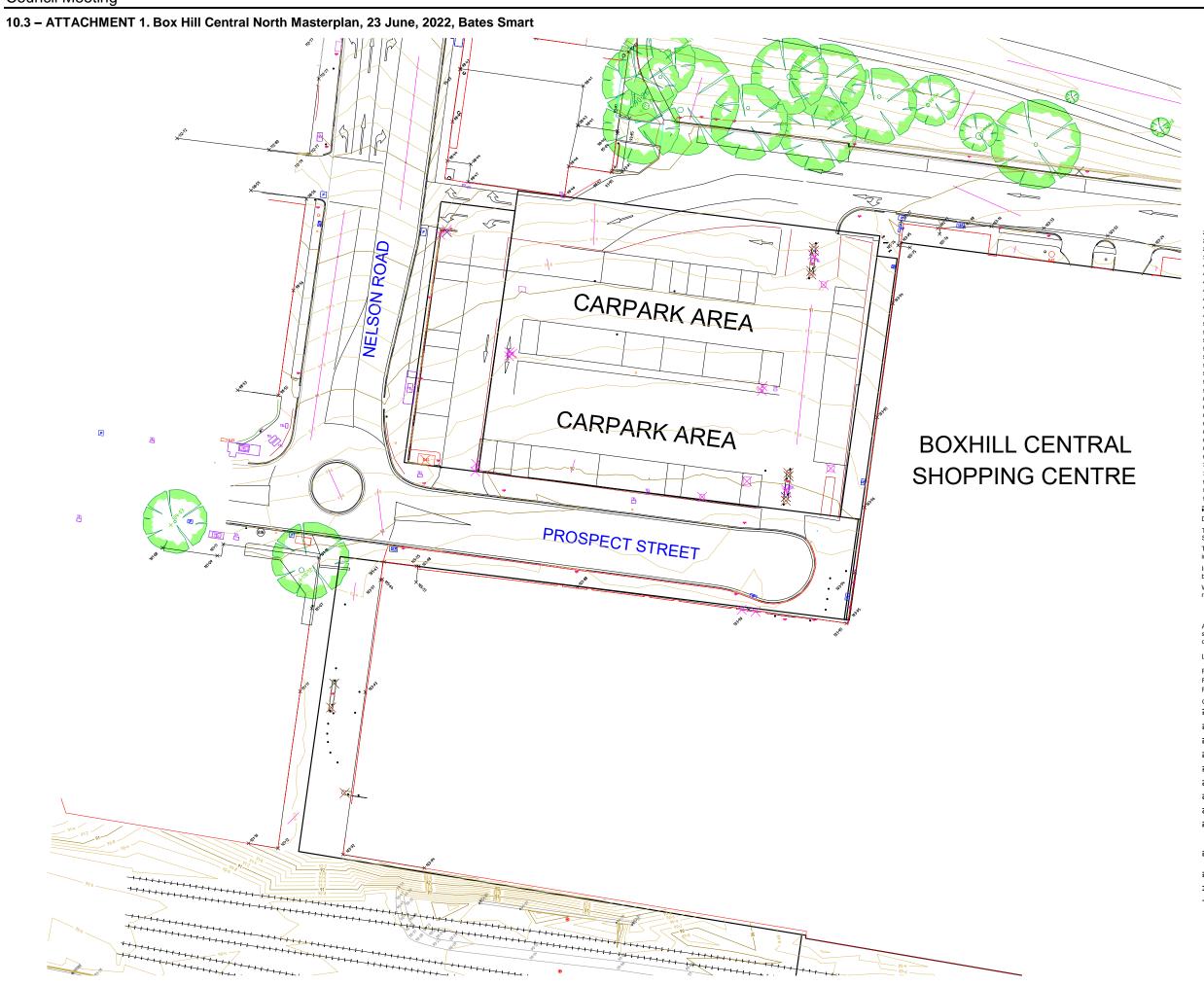
Approved development

Development pending permit



10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart









This Plan is to be read in conjunction with the attached Surveyors Report.

Information relating to abutting properties has only been shown where visible or accessible.

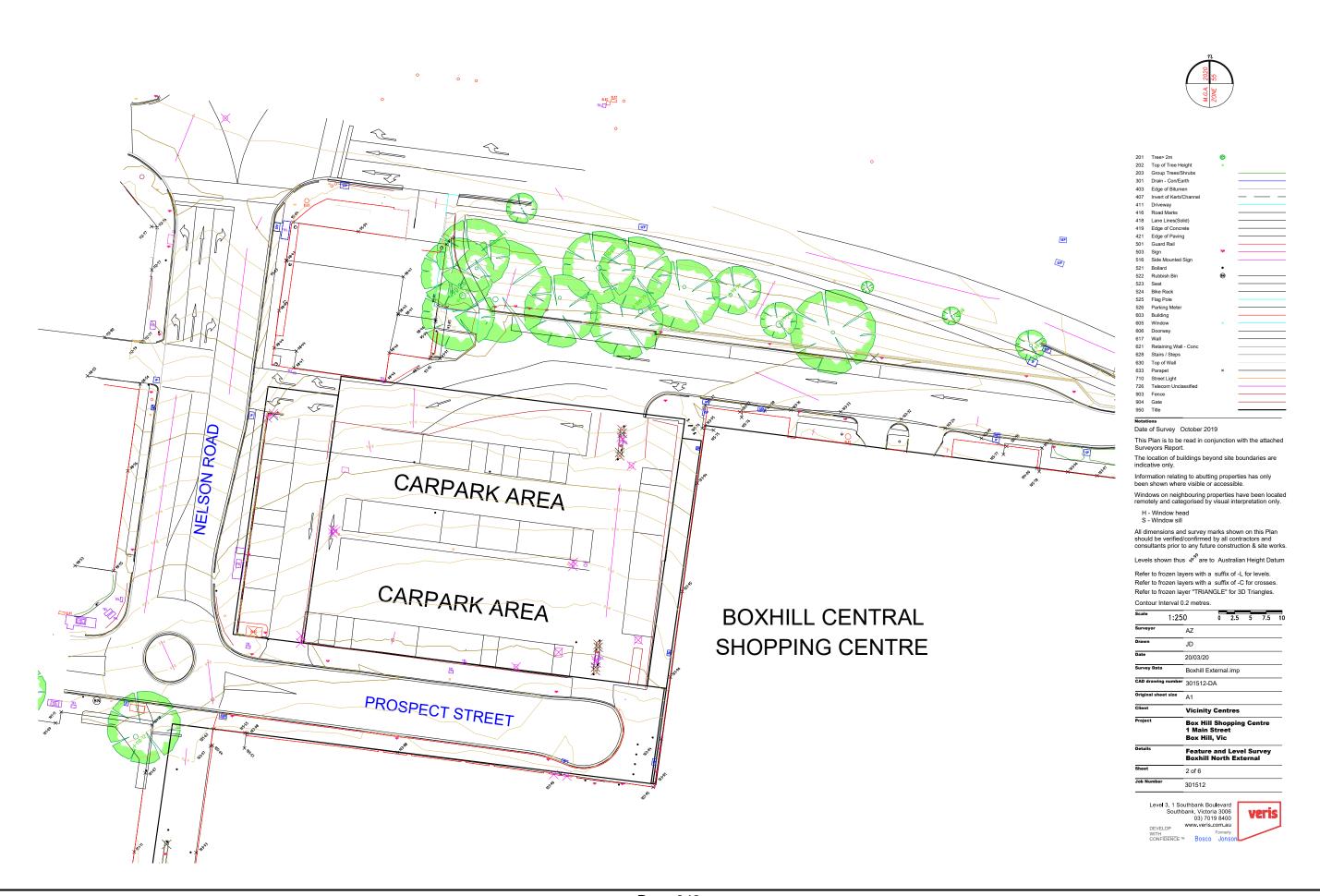
All dimensions and survey marks shown on this Plan should be verified/confirmed by all contractors and consultants prior to any future construction & site works.

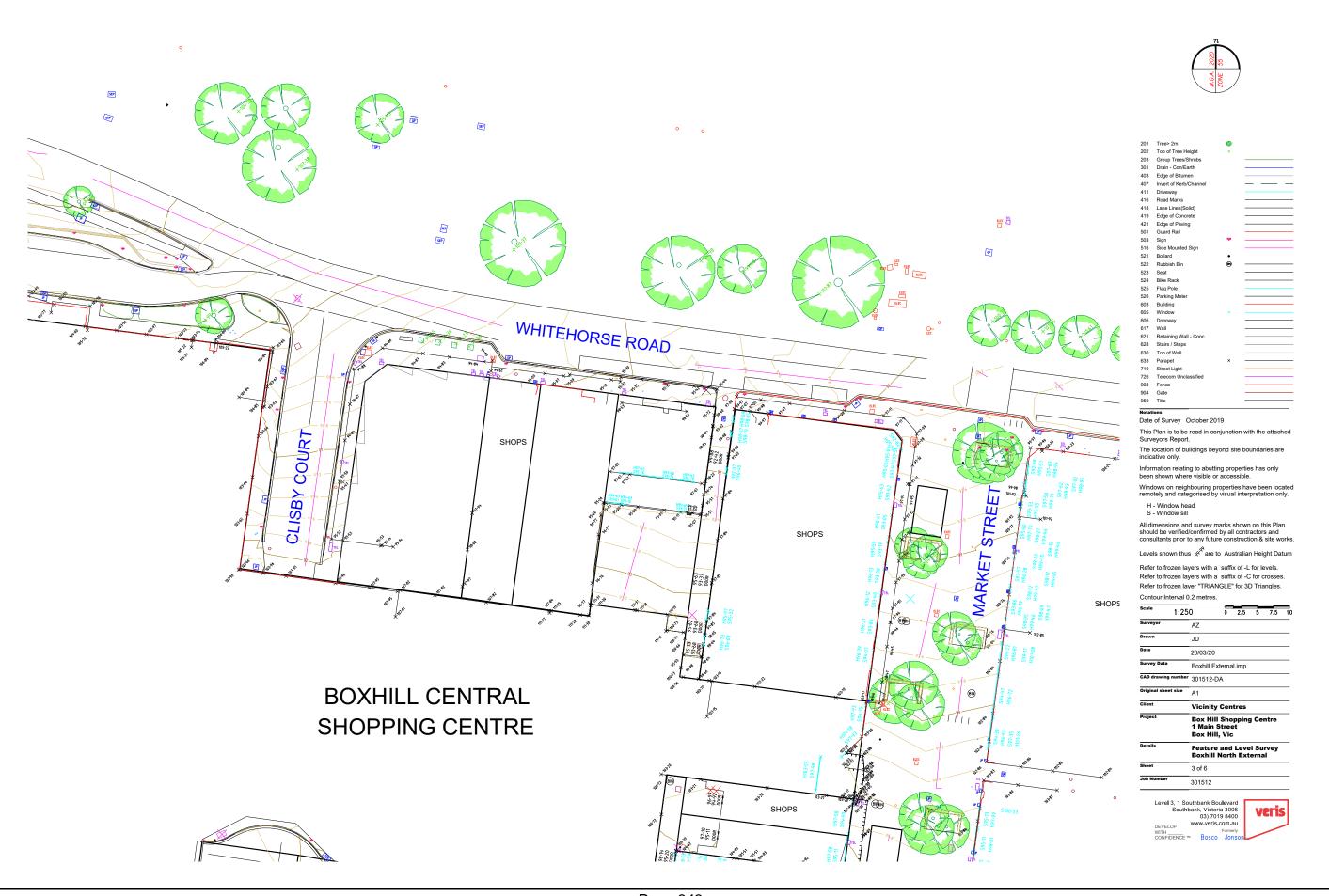
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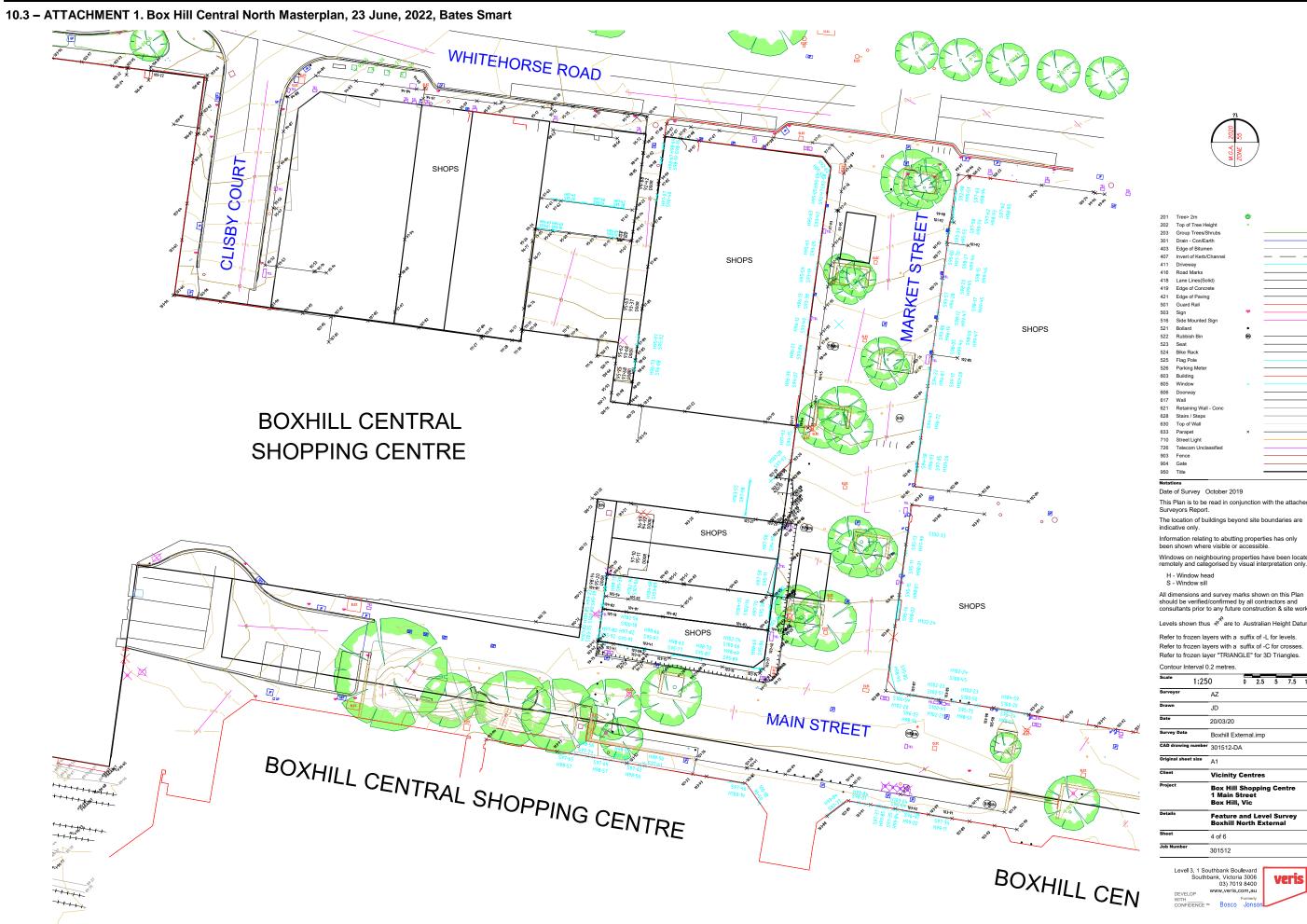
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Drawn	JD				
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Survey Data	Boxhill External.imp				
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Original sheet size	A1				
Client	Vicinity	Cen	tres		
Project	Box Hill Shopping Centre 1 Main Street Box Hill, Vic				
Details	Feature Boxhill				
Sheet	1 of 6				
Job Number	301512				

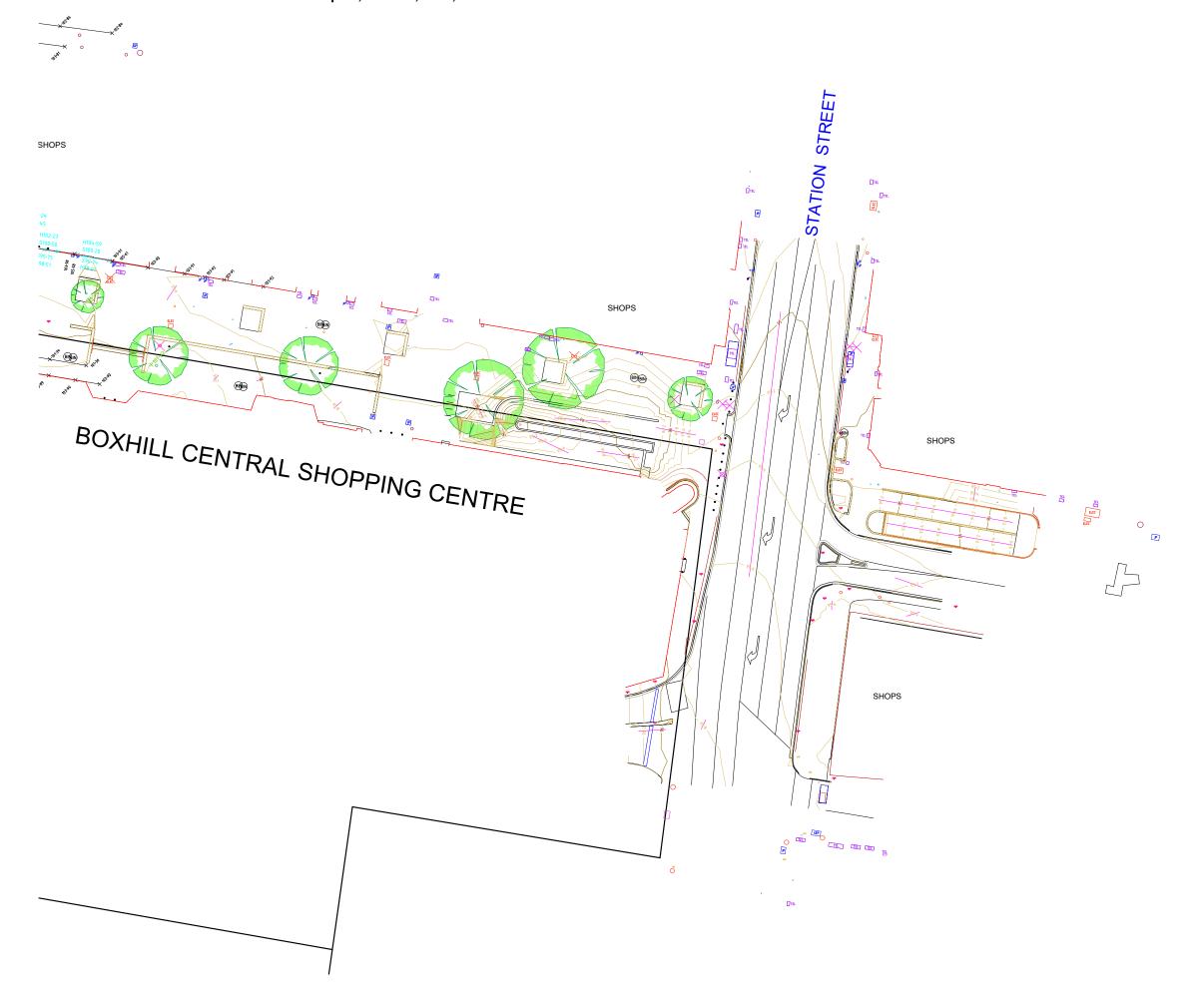














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203	Group Trees/Shrubs		
301	Drain - Con/Earth		
403	Edge of Bitumen		
407	Invert of Kerb/Channel		
411	Driveway		
416	Road Marks		
418	Lane Lines(Solid)		
419	Edge of Concrete		
421	Edge of Paving		
501	Guard Rail		
503	Sign	sgn	
516	Side Mounted Sign		
521	Bollard	•	
522	Rubbish Bin	®	
523	Seat		
524	Bike Rack		
525	Flag Pole		
526	Parking Meter		
603	Building		
605	Window	×	
606	Doorway		
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630	Top of Wall		
633	Parapet	×	
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903	Fence		
904	Gate		
950	Title		
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Date of Survey October 2019

This Plan is to be read in conjunction with the attached Surveyors Report.

The location of buildings beyond site boundaries are indicative only.

Information relating to abutting properties has only been shown where visible or accessible.

Windows on neighbouring properties have been locate

H - Window head S - Window sill

All dimensions and survey marks shown on this Plan should be verified/confirmed by all contractors and consultants prior to any future construction & site works.

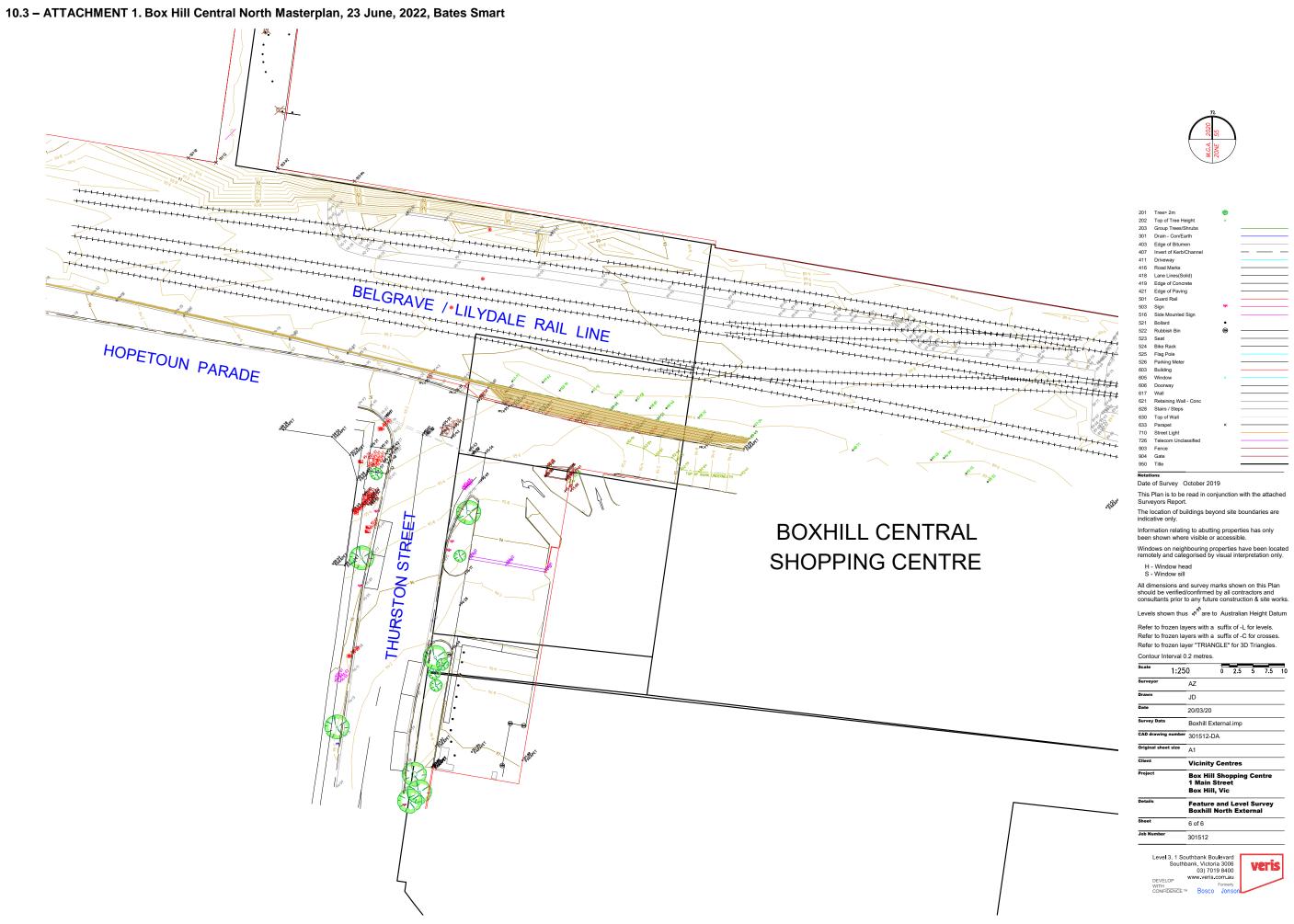
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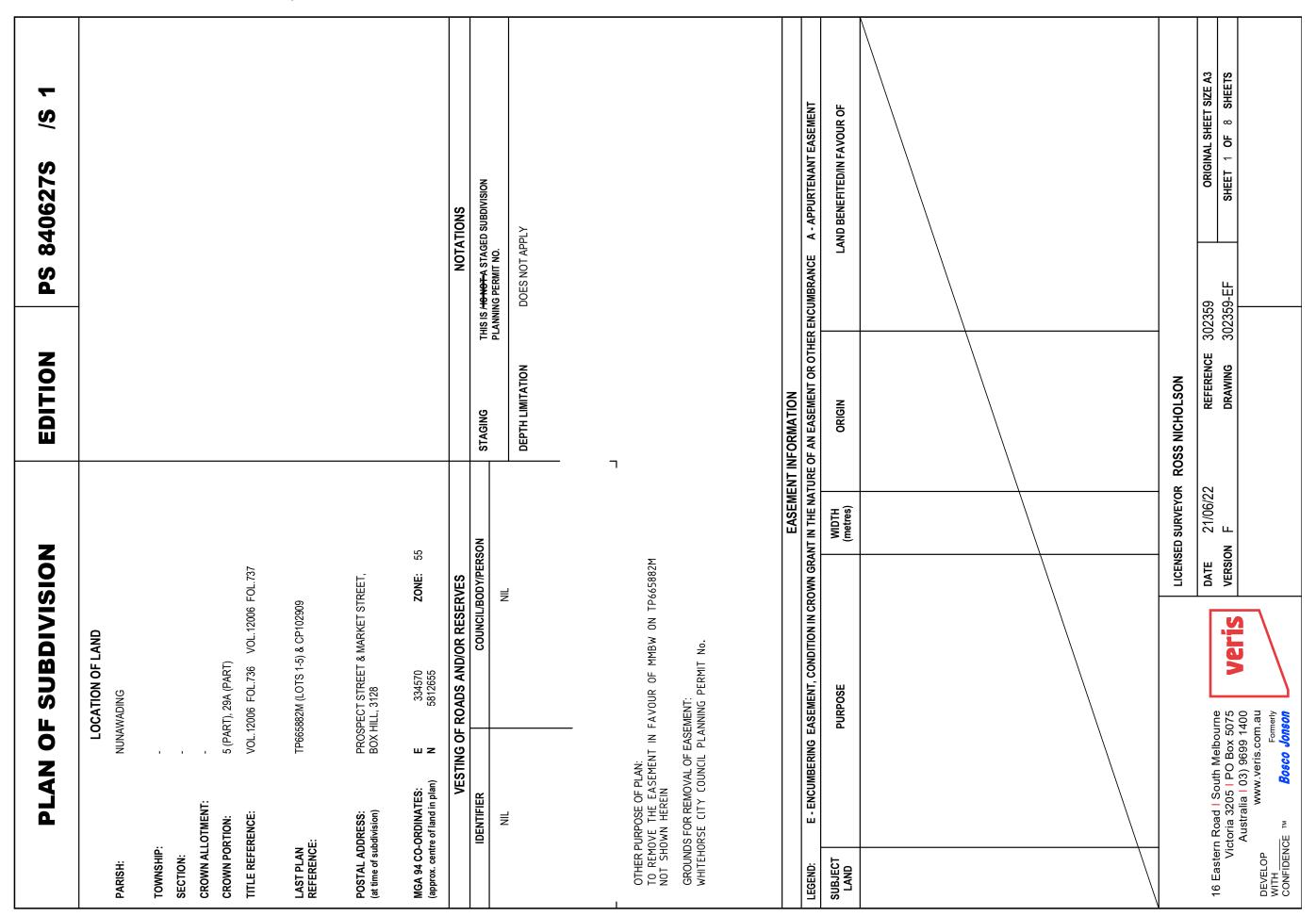
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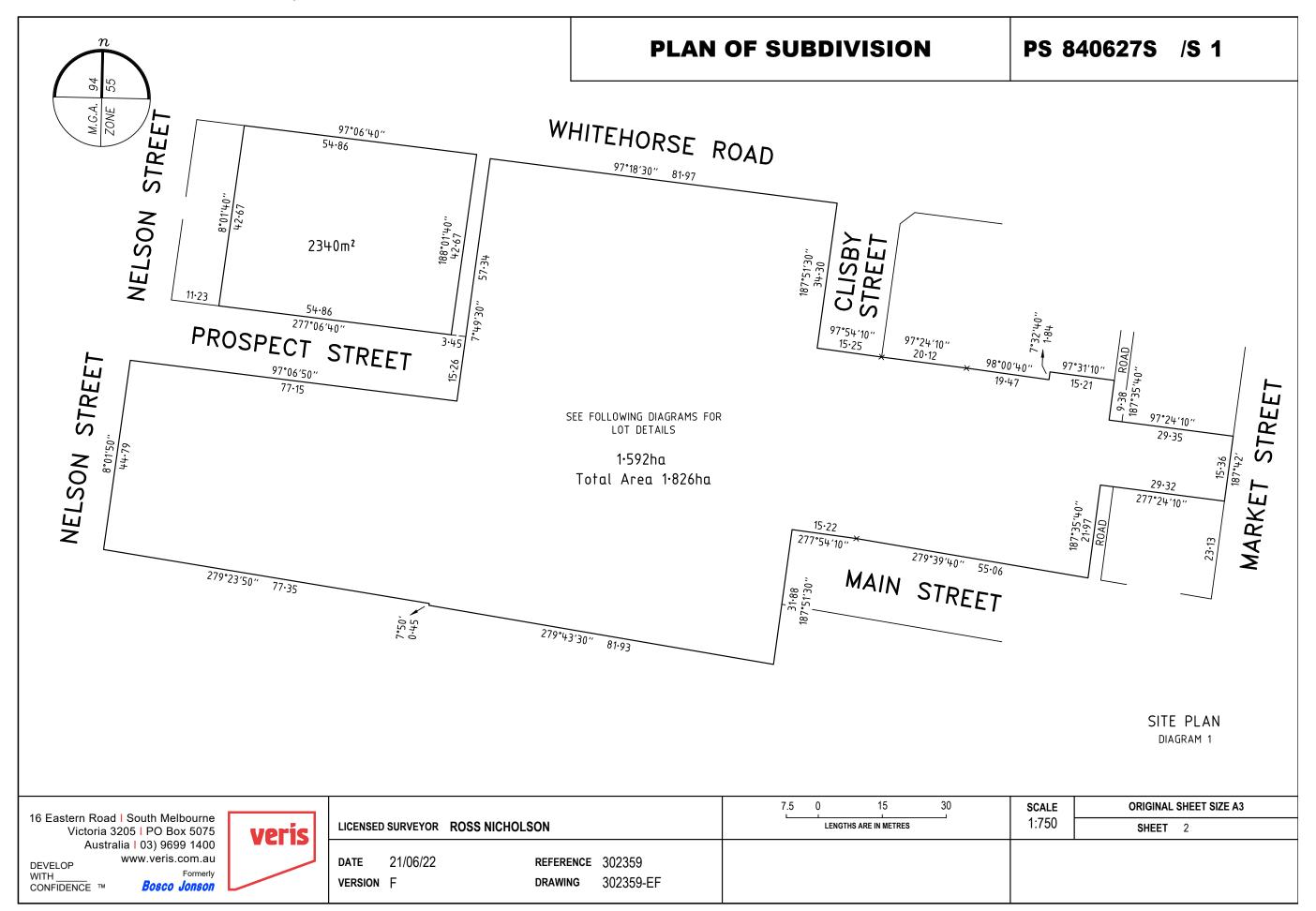


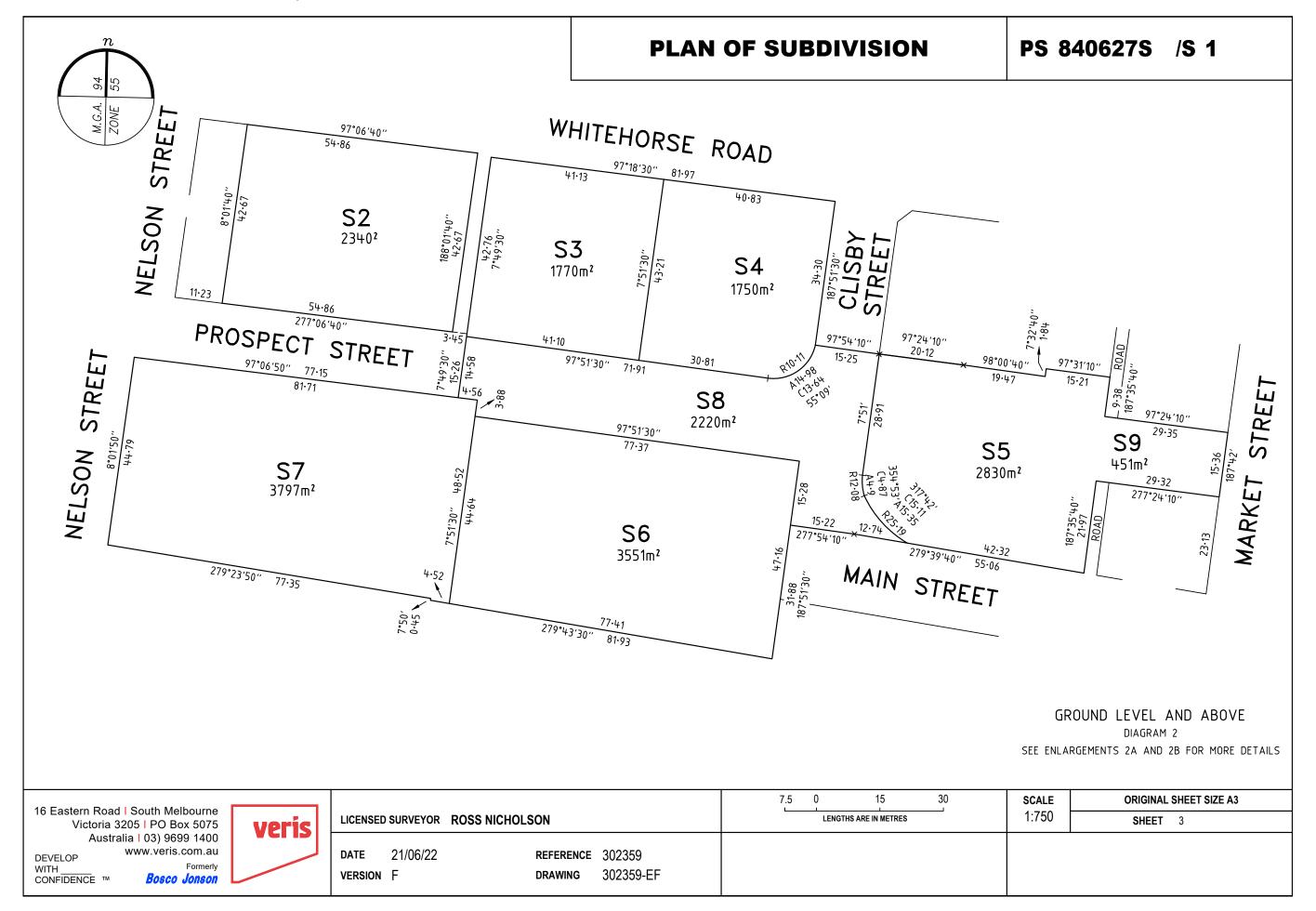


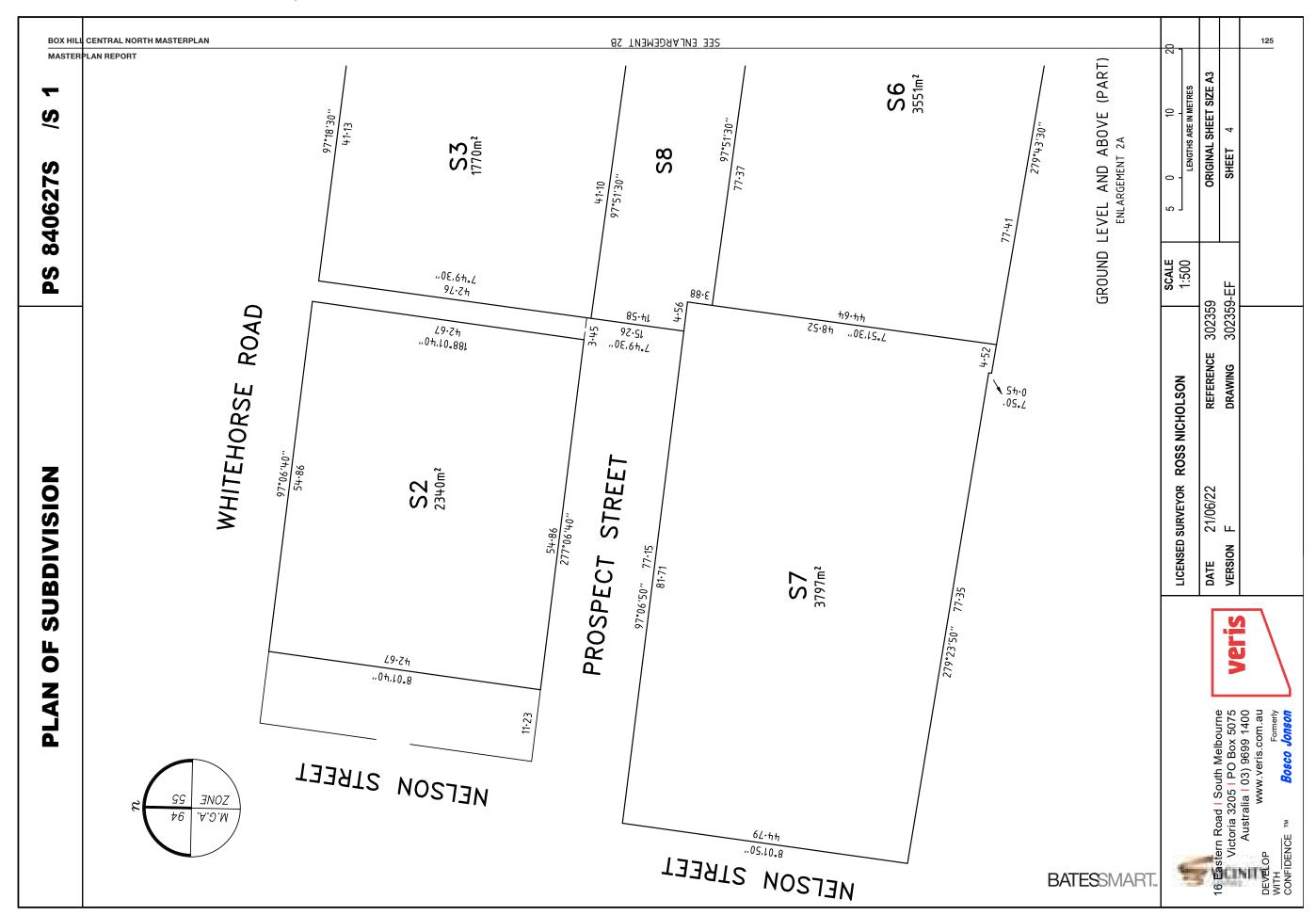
10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart

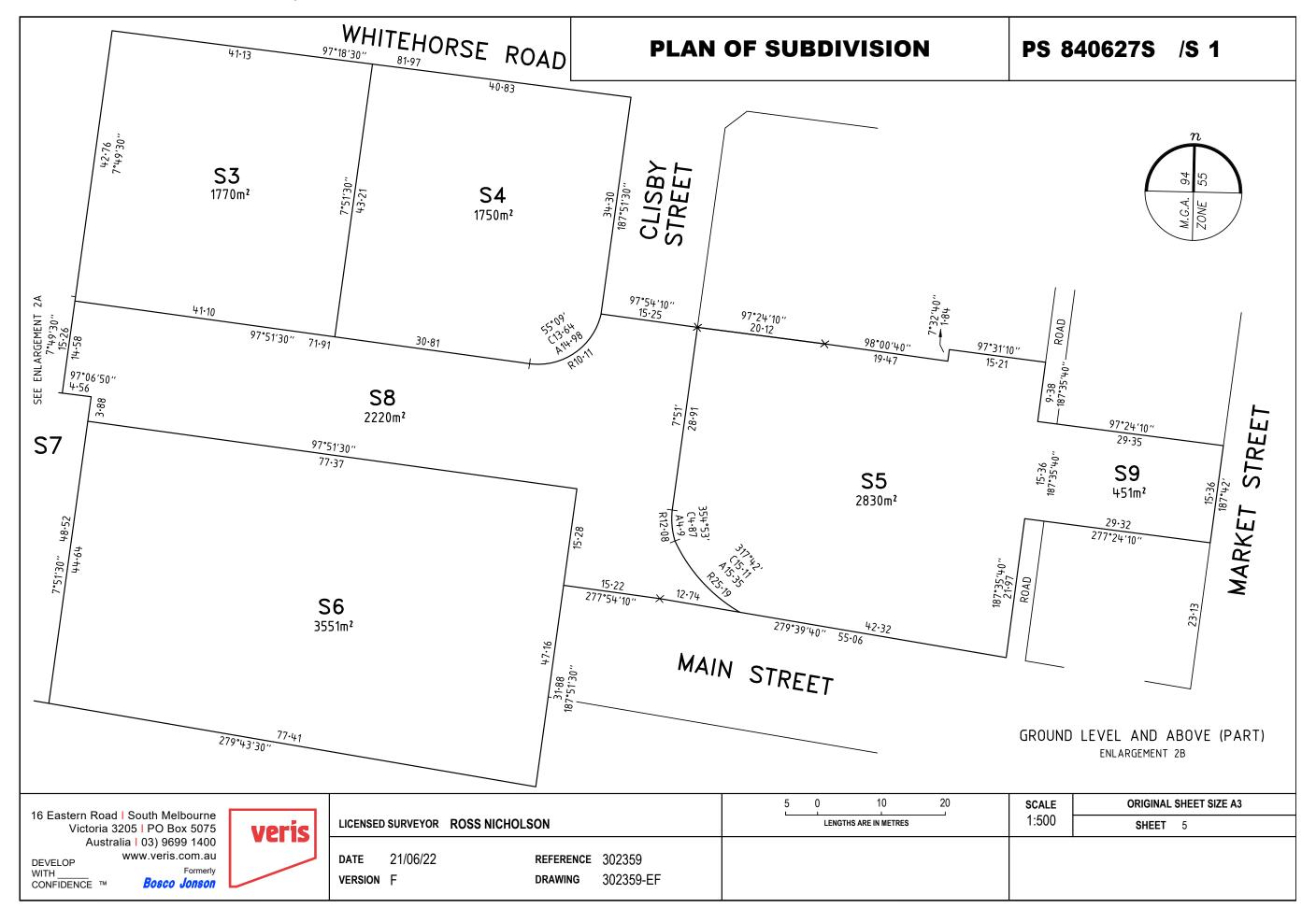




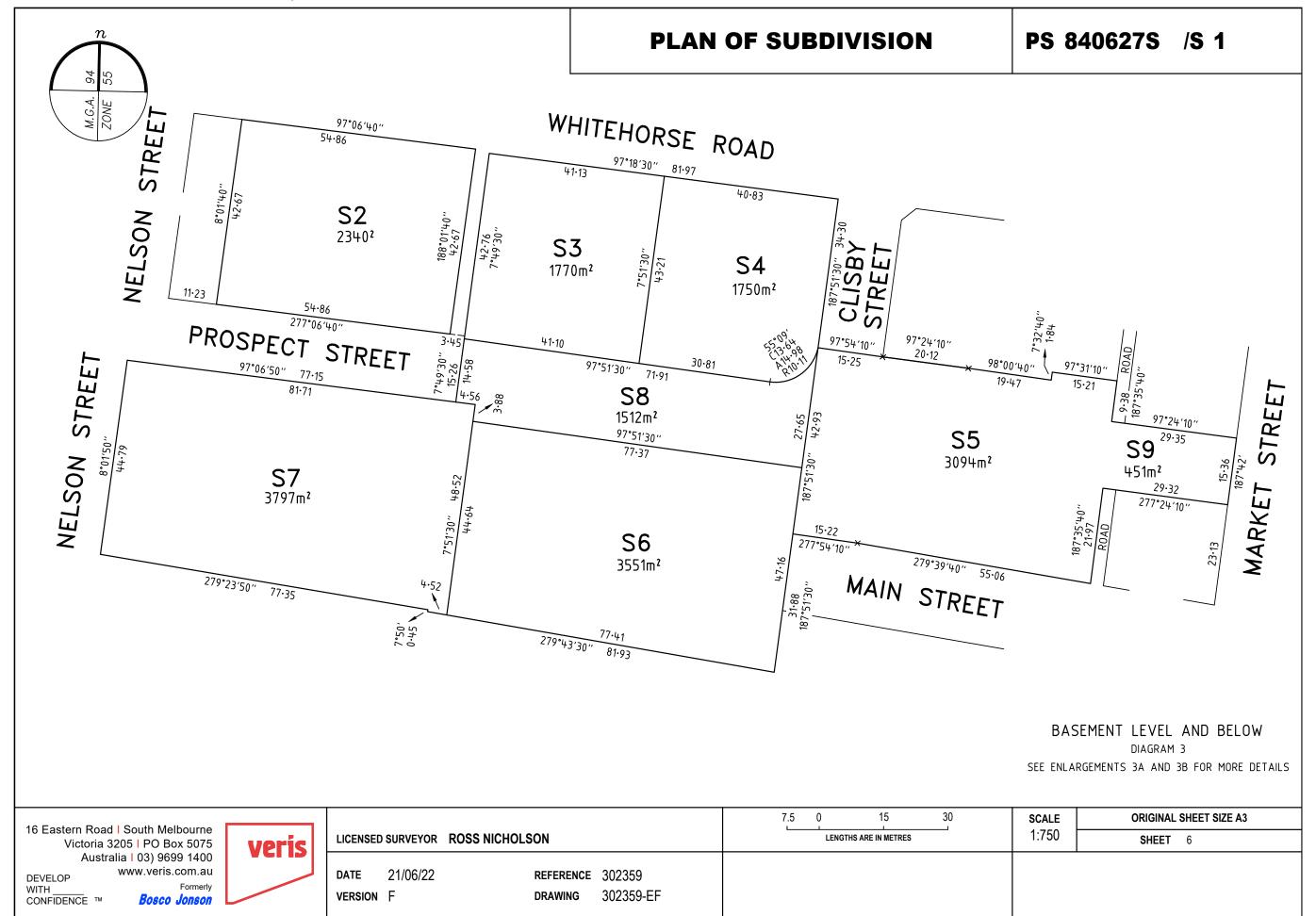


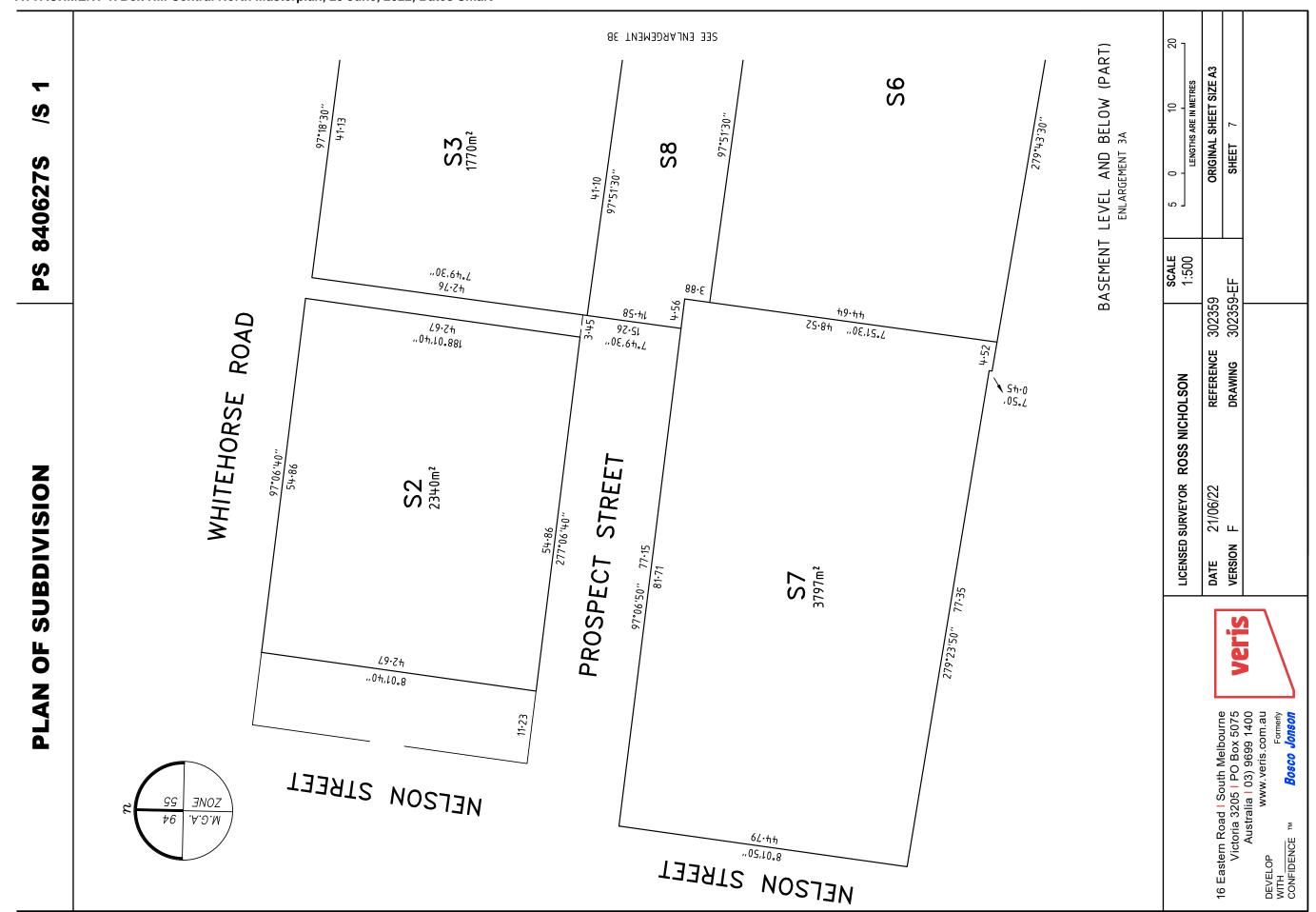




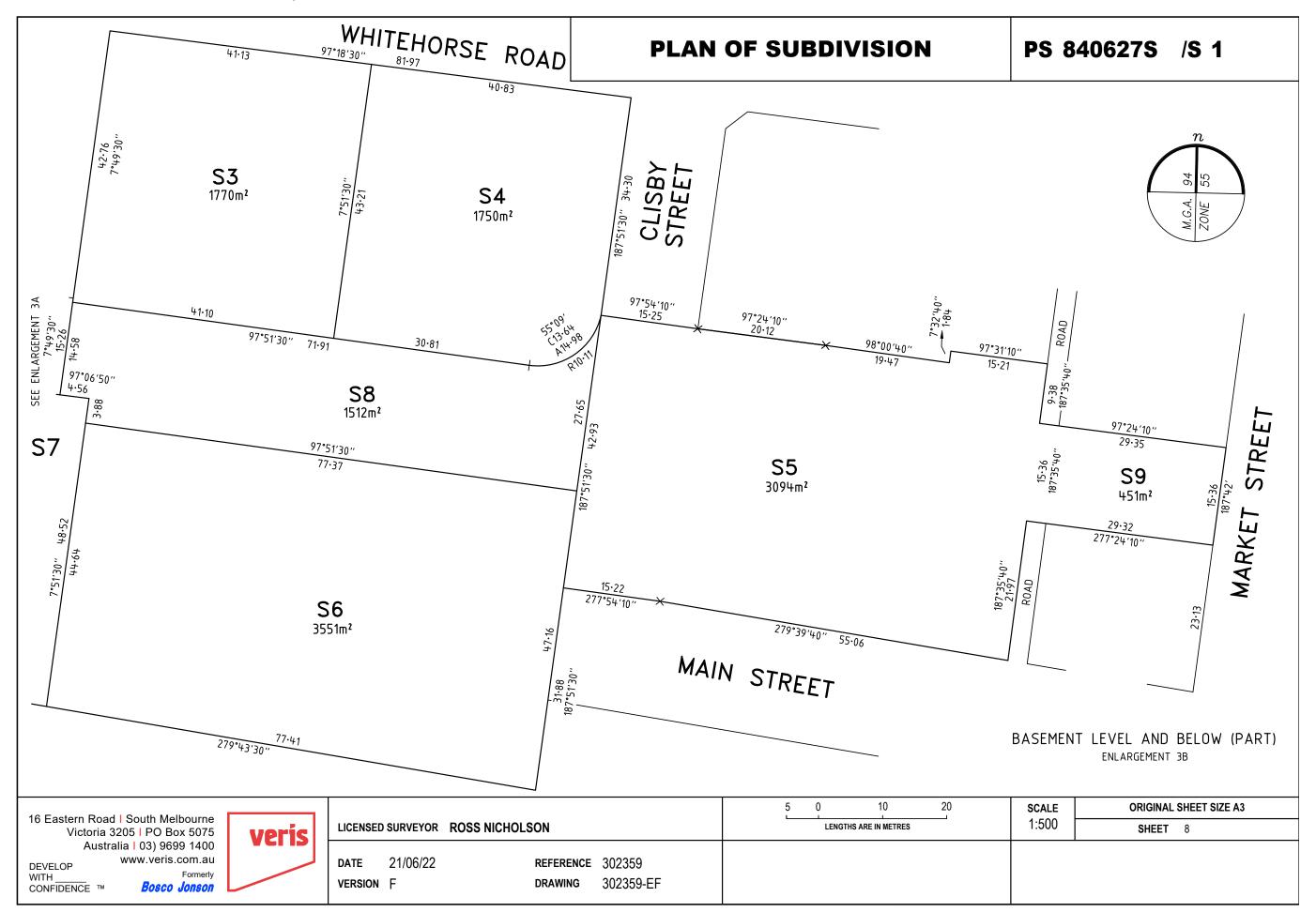


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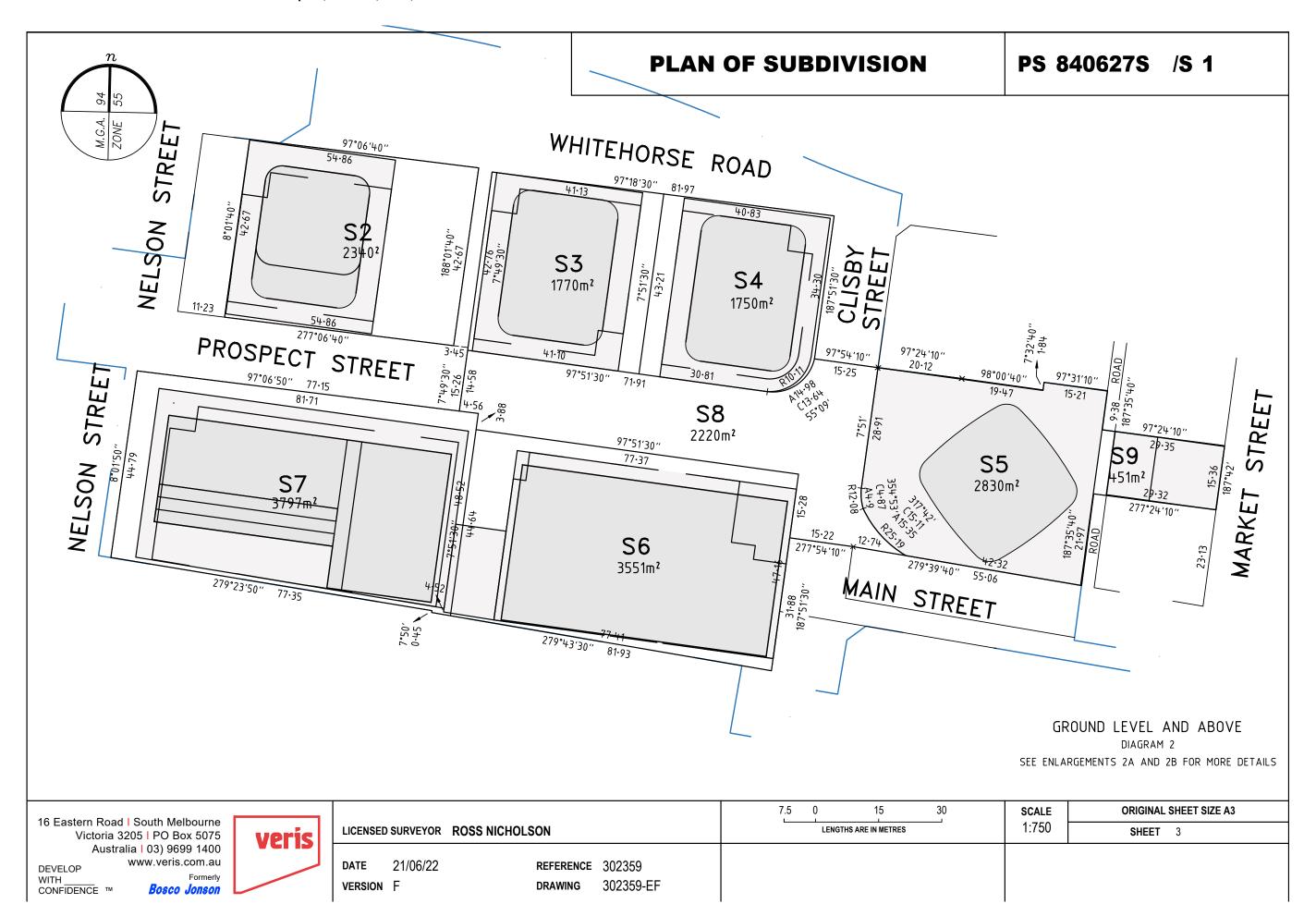




10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart



10.3 - ATTACHMENT 1. Box Hill Central North Masterplan, 23 June, 2022, Bates Smart



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Email Letter

From Maria Marshall Direct

03 9258 3551

February 2023

maria.marshall@maddocks.com.au

To Matt Cohen Director, Development Approvals and Design

Organisation Department of Transport and Planning

Email priority.projects@delwp.vic.gov.au

Our Ref MYM:9159448

Dear Mr Cohen

Draft Amendment C245whse - Box Hill Central North Master Plan

We act on behalf of Whitehorse City Council (Council) in relation to the above Draft Amendment.

Council appreciates the opportunity to comment on the Draft Amendment. Please find attached submission which summarises Council's concerns in relation to the Draft Amendment. Council considers it to be critical that that this Draft Amendment is referred to the Priority Projects Standing Advisory Committee given the nature of the proposal, the significance of the site in its activity centre context and the issues that Council has outlined in its submission. Council reserves its rights to raise additional issues before the Priority Projects Standing Advisory Committee.

Please do not hesitate to contact me if there are any queries.

Yours sincerely

Maria Marshall Partner

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PLANNING SCHEME AMENDMENT C245WHSE

SUBMISSION ON BEHALF OF WHITEHORSE CITY COUNCIL ## ## 2023

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PLANNING SCHEME AMENDMENT C245WHSE SUBMISSION ON BEHALF OF WHITEHORSE CITY COUNCIL

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INTRODUCTION

- This submission responds to the consultation under s 20(5) of the *Planning and Environment Act 1987* (PE Act) in relation to draft planning scheme amendment C245whse (Draft Amendment) which proposes to incorporate the Box Hill Central North Master Plan and has been prepared on behalf of Vicinity Centres (Vicinity).
- Box Hill Central North (BHCN refer Map 1 below) is an important precinct within the Box Hill Metropolitan Activity Centre (BHMAC). The BHMAC will undergo significant change in the coming decades due to population growth, the new Box Hill Suburban Rail Loop (SRL) station proposed to the east of the BHCN site, and the precinct planning and other changes to the public realm associated with the SRL project.
- 3. The redevelopment of the BHCN has the potential to have a significant and positive impact on investment, the public realm, transport and residential development in the BHMAC. In this context, it is important that the planning for BHCN to be undertaken through a rigorous and transparent planning process, with proper coordination with SRL and other key stakeholders including Whitehorse City Council (Council) and having regard to the changing context of the BHMAC. While Council agrees with the use of a master planning process for the site, it does not support the Draft Amendment at this time and in its current form. Further it is unclear why the Minister is considering intervening under s 20(4) Planning and Environment Act 1987 (PE Act) when the master planning of the site can be undertaken by Council in accordance with its usual role as planning authority for the BHMAC.
- 4. Council's primary objection to the Draft Amendment is that it does not constitute orderly planning, having been prepared without adequate regard to the changes which are to occur to the BHMAC due to anticipated population growth and as a result of the SRL. The Draft Amendment documents do not adequately engage with these changes, and, in particular, do not demonstrate that significant consultation has occurred with the Suburban Rail Loop Authority (SRLA). Council's ongoing strategic work demonstrates that there are a number of new issues facing the municipality that need to be considered in the coming decades to deal with the increase of population and the impact this will have on open space, transport, development contributions and housing. These issues have not been given adequate consideration in the Draft Amendment. The master planning for the BHCN needs to form part of the impending strategic planning projects in BHMAC, and be approved following a coordinated and orderly planning process.
- 5. Further, there are gaps and unresolved issues in the Master Plan and the associated Incorporated Document which are elaborated on in this submission and include:
 - poor quality public realm and open space, with significant wind and overshadowing impacts;
 - fragmented open space network, with poor integration with the changes proposed to the public realm associated with the SRL;
 - 5.3 inappropriate siting and height of buildings which negatively affect the public realm;
 - 5.4 inadequate detail regarding active transport, traffic, SRL-related transport impacts and carparking;
 - 5.5 failure to consider appropriate development contributions;
 - 5.6 lack of detail around diversity of housing (including affordable housing) proposed to be accommodated in the BHCM site; and

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- 5.7 lack of detail in relation to environmentally sustainable development measures.
- There are significant issues with the draft Incorporated Document, which are set out in this document and shown in the marked up document in **Attachment A**.
- 7. Additionally, Council considers there to be flaws with the process followed in relation to the Draft Amendment, including inadequate notification and length of time for consultation under s 20(5) of the Act. Further, the complexity of the proposal, the significance of the site and the numerous issues which have the potential to impact the BHMAC means that four weeks is insufficient time for interested parties to be able to properly consider the Draft Amendment and make informed submissions.
- 8. Having regard to these issues, Council's seeks the following:
 - 8.1 Council's primary position is that the Draft Amendment should not proceed any further. The numerous unresolved issues with the Master Plan, poor outcomes and issues with the draft Incorporated Document means the Draft Amendment, as currently proposed, is fatally flawed. It is not possible to properly consider the Draft Amendment on this basis. Further work is required for the master planning of the site before the Draft Amendment can be considered.
 - 8.2 However, if the Minister is minded to continue to consider whether to exercise her power under s 20(4) in relation to the Draft Amendment, the matter must be referred to the Priority Projects Standing Advisory Committee for advice. The complexity and significance of the site, the intensity of development and the limited notification and consultation which has occurred means that it is critical that the issues related to the development be thoroughly considered and tested through expert evidence and submissions at a Standing Advisory Committee.



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THE DRAFT AMENDMENT IS CONTRARY TO ORDERLY PLANNING

Issues

- 10. The next decades will see the BHMAC continue to undergo significant change.
- 11. The population forecast for the City of Whitehorse for 2023 is 180,340, and is forecast to grow to 222,096 by 2041¹. Dwelling stock within the municipality is expected to increase from approximately 71,200 in 2020 to 90,500 by 2041.²
- 12. A significant share of the residential growth is expected in the BHMAC, other key activity centres, Burwood East, Blackburn, Mitcham and the key residential growth corridors within the Residential Growth Zone areas along Burwood Highway and Whitehorse Road. Similarly, retail, commercial and industrial developments are predicted to increase predominantly within activity centres to meet the needs of the growing community.
- 13. A large part of the change within the proximity of the BHCN site will be driven by the 'city shaping' infrastructure proposed through the new Box Hill SRL Station. The introduction of the SRL to the BHMAC is predicted to further increase the population of the area and will transform the BHMAC public realm.
- 14. Council has been undertaking various strategic projects to address the anticipated changes within the BHMAC. This includes an updated structure plan proposed through the Revised Box Hill MAC Structure Plan, accompanying Revised Box Hill MAC Urban Design Framework and the proposed Activity Centre Zone. While implementation of this work via a planning scheme amendment was not allowed to proceed (as discussed in relation to Amendment C228whse below), the documents produced demonstrate the changing planning context that is anticipated for the area and the variety of new issues which will need to be addressed in the coming decades.
- 15. Further, Council is seeking to introduce the new municipal wide draft *Whitehorse Development Contributions Plan, 2022* through Amendment C241whse. Development contributions have not been adequately addressed through the Draft Amendment, as explained in further detail below.
- 16. In terms of the SRL, the BHCN sits to the immediate east of the proposed Box Hill SRL Station. The below map shows BHCN within this area, overlapping with the Special Controls Overlay Schedule 14 which provides approval for the SRL infrastructure, and Special Control Overlay Schedule 15 which protects SRL infrastructure.

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¹ Whitehorse, .id Population Forecast

² Whitehorse Development Contributions Plan, 2022 (Exhibited Draft)

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Map 1 - Amendment C245whse planning context



Source: marked up VicPlan image prepared for Council

- 17. In this context, it is critical that strategic work associated with the BHCN have appropriate regard to the SRL and the significant changes which will occur in the BHMAC through this project and the associated future Precinct Structure Planning process.
- 18. Although the Box Hill SRL Station was given planning approval following the gazettal of Amendment GC197 last year, the planning for the associated infrastructure, public realm and new precincts is largely in embryonic stages and has not yet commenced. The below map shows what has been approved for the Box Hill SRL Station so far on the Surface and Tunnel Plans.



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- 19. It shows significant changes to the public realm on Whitehorse Road, including the location of new open space and the primary pedestrian route and primary bicycle route in front of BHCN, as well as direct interfaces with Market Street and Main Street pedestrian malls that will be reconstructed as part of SRL. A precinct planning process which has yet to commence is anticipated to result in rezonings to facilitate growth of the BHMAC. Further, while an Urban Design Strategy has been approved, the Urban Design and Landscape Plans for the public realm and station boxes are yet to be made public or approved.
- 20. Given all the planning and approvals yet to occur in relation to the SRL and the associated areas subject to precinct planning, it is critical for the BHCN master planning process to be undertaken in coordination with the SRL project. There are direct implications for the BHCN redevelopment resulting from the SRL project, which must be dealt with at this stage of planning. If Vicinity has had meaningful consultation with the SRLA, this is not evident in the documents. The only references to SRL are at a high level, which is unacceptable for a project of this scale and in this location. Even where information about the SRL is known, such as station entrances and the new pedestrian and bicycle routes on Whitehorse Road, this is not addressed in the Draft Amendment documents. The implications of the SRL project on the BHCN master planning process are further detailed in the relevant sections below.
- 21. If the Minister for Planning decides to exercise her power under s 20(4) and approve the Draft Amendment, it would be in direct conflict with the approach of the Minister (delegated to the former Department of Environment Land Water and Planning) in relation to Amendment C228whse. Amendment C228whse to the Whitehorse Planning Scheme proposed to incorporate the Revised Draft Box Hill MAC Structure Plan, October 2021, Revised Box Hill MAC Urban Design Framework, October 2021 and apply the Activity Centre Zone.
- 22. The Minister refused to authorise the Amendment C228whse, citing an apparent lack of coordination with the SRL:

"The proposed amendment does not provide for sound, strategic and coordinated planning of the use and development of the Box Hill Metropolitan Activity Centre. In developing the structure plan, your council has not yet taken the necessary steps to consult with Suburban Rail Loop Authority (SRLA) to the extent

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necessary to ensure the coordination of the planning scheme with the proposed Suburban Rail Loop Project (SRL).

The structure plan and built form controls are premature given the potential inconsistency that could arise with state planning policy at Clause 11.01-1R 'Settlement – Metropolitan Melbourne', which seeks to develop the SRL and facilitate major growth and change in metropolitan activity centres, and health and education precincts, and Clause 18.01-02S 'Transport System' which seeks to facilitate the delivery of declared major transport projects.

The amendment is likely to have a significant effect on the transport system as defined by section 3 of the Transport Integration Act 2010, and land use decisions should have regard for the current and future development and operation of the transport system".

- 23. Map 1 above shows that the BHCN is wholly within the area subject to Amendment C228whse. The Draft Amendment should not proceed at this stage without proper coordination with and consideration of the SRL project, for the same reasons as set out by DELWP on behalf of the Minister in relation to Amendment C228whse. To do so would be contradictory.
- 24. Accordingly, the Draft Amendment is contrary to the objectives for 'orderly' planning under s 4(1)(a) of the PE Act and does not represent 'sound, strategic planning and coordinated action at State, regional and municipal levels' under s 4(2)(a) of the PE Act. This is particularly concerning given the significance of the BHCN site within the BHMAC.

Council requests

25. Further work must be undertaken on the Draft Amendment to properly consider SRL related infrastructure and the relationship with the BHCN redevelopment, including in particular, the changes to Whitehorse Road, Market Street, Main Street and the SRL station box to the east. The documents supporting the Draft Amendment need to properly detail and consider the changes to BHMAC which are to occur as the population increases, including the SRL Precinct Structure Planning process and Council's strategic work designed to facilitate the transformation of Box Hill over the next two decades.

PUBLIC REALM AND OPEN SPACE

Issues

- 26. The Draft Amendment proposes a public realm including the Civic Steps, Fairbank Park and Extension and Nelson Park functioning as open space. Connections are proposed in the internal street network as well as ground level activation on most of the internal streets.
- Council considers that the public realm and open spaces under the current layout of the Master Plan falls short of what is expected for this site.
- 28. The importance of achieving a high quality public realm is clear having regard to the need for open space in the area and the intensity of development proposed at the core of Box Hill on this site. Open space is of critical importance to the City of Whitehorse as the BHMAC undergoes transformation and significant population growth. Council is currently updating its Whitehorse Open Space Strategy (WOSS), with the existing strategy having been formed in 2007.
- 29. Open space provision per capita in the BHMAC will decrease significantly as the population grows. Existing open spaces are already working extraordinarily hard to support the needs of the growing community. This problem will be exacerbated with the higher density development projected as a result of the SRL and the new precinct planning. Further, the construction of the SRL will result in a major disruption to open space network within the vicinity of the BHCN, with an unacceptably significant portion of

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Box Hill Gardens to be occupied for construction of SRL. The scale of the development proposed under the Master Plan makes open space a critical part of the development.

30. Council has prepared the following table which shows the decline in the amount of open space per person in Box Hill which has occurred since 2006. It also shows a further significant decline in the amount per person which Council expects to occur in 2036 with or without the SRL project being constructed.

	Box Hill	population and ope	en space	
Year	2006	2021	2036 (no SRL)	2036 (with SRL)
Population	8,737	15,581	26,383	77,500
Open Space per person	49sqm	29sqm	17sqm	5.9sqm

31. Quality public realm is also important for the internal street network. Each of the internal streets are proposed to have ground floor activation so the amenity outcomes in these streets is important to achieve the activation targets.

Overall layout of the Master Plan

- 32. Council considers the overall layout of the proposed Master Plan, in combination with the height and siting of certain buildings, to be a fundamental issue with the Draft Amendment. It will result in a public realm that will be seriously compromised in terms of its amenity and will not have the functionality required of public realm in the heart of a MAC.
- 33. A key issue is the fragmentation of the open space network within the site. There is no logical connection between the site's primary open space being the Civic Steps, and the other parks included within the site. Further, the location and size of the Fairbank Park Extension and Nelson Park detract from the usability of both of these spaces.
- 34. Council considers a more logical arrangement for open space would occur if lots 2 and 3 were shifted west, and the Fairbank Park extension relocated to being open space at the Clisby Court entrance to the site. This would provide an appropriate connection between the Civic Steps, Fairbank Park and the public realm to be created on Whitehorse Road through the SRL project. It would also address some of the amenity issues identified in relation to the proposed open spaces which are set out in more detail below.

The Civic Steps

- 35. The Draft Amendment emphasises the importance of the Civic Steps to the Master Plan, described as the 'heart of Box Hill' and designed to be a major gathering place within BHCN. At 2,015sqm in total, it will be considered Urban Civic Open Space in the Open Space Hierarchy of the Draft WOSS.
- 36. There are significant issues with the Civic Steps which affect the amenity, usability and quality of this open space.
- 37. The shadow diagrams included in the Master Plan show that this area will be overshadowed for most of the day, the only time it is not subject to shadow being at 12pm at the Equinox. The artist impression of the Civic Steps is misleading in that it shows an

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area subject to a significant amount of sunlight, when this is not going to be the reality for the majority of the day.

- Further, the wind tunnel tests conducted indicate that approximately half of the testing locations within the Civic Steps will fail the criteria for sitting and standing.
- 39. Additionally, the layout of the steps in this space does not allow for equitable access to this public place and will exclude people with mobility issues. While the challenges for the site are acknowledged given the level difference between Main Street and Prospect Street, further work needs to be done to ensure that this is an inclusive area.
- 40. Accordingly, as currently proposed, the Civic Steps are not of a standard of 'urban civic' open space that would enable it to play its role as the 'heart of Box Hill' and is not sufficient to support a development of the scale proposed on the site.

Fairbank Park

- 41. At 2,774sqm in total, Fairbank Park will qualify as a Small Local Open Space within the Whitehorse Open Space Hierarchy.
- 42. Fairbank Park is within the approved SRL project area (SCO14). Vicinity has not provided information that outlines how the proposed Master Plan is in accordance with the approved SRL Surface and Tunnel Plan, particularly in relation to the realignment of Whitehorse Road, construction of a service road and the east-west pedestrian and bicycle route to be constructed as part of SRL. While Council supports open space being provided in this location, its proximity to Whitehorse Road means that the area 5-10m from the kerb which will function as a buffer zone with compromised open space usability. Further the proposed ownership arrangements for Fairbank Park are unclear (the land currently appears to be part of the Whitehorse Road road reserve).
- While the location of the play area within Fairbank Park is supported in theory, it is unclear how this would work with the approved layout of the SRL Surface and Tunnel Plans which include new bicycle and pedestrian paths. It is important that the Master Plan take into account the approved plans for SRL to ensure that what is proposed in the Master Plan is indeed possible. If the space is appropriate for a play area, Council requests that its design and functionality be enhanced from what is shown in the Master Plan

Fairbank Park extension

- 44. At 1,028sqm and located between the towers on lot 1 and lot 2, this area will be subject to wind tunnel effects and overshadowing. The wind tunnel tests conducted indicate that the extension fails the siting and standing criteria at every location except testing location 40 which passes the standing criteria. Further, it will be negatively impacted by overshadowing.
- 45. Council considers the usability of this space to be poor. The location is not appropriate for open space and should be reconsidered.

Nelson Park

- 46. At 388sqm, it will not meet the minimum threshold of Small Local Open Space. This area will present and function as a wide road verge which will make a minimal contribution to the provision of usable open space on the site. The location is not appropriate for open space and should be reconsidered.
- 47. Further, Vicinity's reliance on this area for building access may be problematic, given Council's ownership. Council should be provided with further detail as to the proposed use of this site under the Master Plan and the space needs to be better integrated into the development.

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Medical clinic site

- 48. The medical clinic site on the north west corner of the BHCN site adjacent to Fairbank Park (852 Whitehorse Road) is currently excluded from the Master Plan.
- 49. Although the future plans for the medical centre area unknown, Council considers this area should be included within the Master Plan now. This would enable the site to be included within a longer vision for the site as a high quality forecourt area to Nelson Road, with connections to Fairbank Park.

Main Street

- 50. The linking of Main Street to Prospect Street and Clisby Court is positive. Further, the overshadowing impacts are acceptable.
- 51. However the wind impacts on Main Street are poor, resulting in an outcome which is worse than that which was approved under the previous permit issued for the Main Street works, with approximately 50% of the testing locations failing to meet the standard for sitting.
- Council considers that further work should be undertaken to improve the amenity of this space.

Ownership of the open space and the public realm

53. The site and proposed public realm relies on various areas which are owned by Council and Victrack or comprise road reserves. Council considers that there is a lack of detail around how the ownership arrangements will work in relation to the ultimate development of the site. This information should be provided now to ensure the workability of the Master Plan and the key areas of open space.

Council requests

- 54. The quality of the public realm and open space must be improved for the Master Plan area to address the issues identified above. This will require amendments to the layout of the site, urban design treatments, better wind mitigation measures and demonstration that the Master Plan is in accordance with the approved SRL Surface and Tunnel Plans.
- 55. The medical clinic site at 852 Whitehorse Road site should be included within the Master Plan.
- 56. Information on the ownership arrangements proposed for the areas included within the site which are not under Vicinity's control should be provided.

PUBLIC OPEN SPACE CONTRIBUTION

Issues

- 57. Clause 53.01 (Public Open Space Contribution and Subdivision) requires the site to provide a public open space contribution of a minimum of 4% or a contribution rate greater than 4% subject to negotiation of a development plan. The Incorporated Document provides for an open space contribution of 6% of the site value to be made. The document appears to provide flexibility as to whether the contribution is made in land or cash.
- 58. Council agrees with the proposed contribution amount of 6%. However, given the size of the BHCN site, the significant increase to density which is proposed and the location of the site within the BHMAC, the open space contribution should be provided wholly in land, not cash.

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Further, it is not clear from the Draft Amendment documentation provided as to how much of the public and civic spaces to be provided will meet the definition of public open space under the *Subdivision Act 1988* (SD Act) and Council's criteria for public open space contributions made in land in its policy at clause 22.15-3. This detail is required and should be provided as a percentage of the Draft Amendment land which is owned by Vicinity.

Council requests

60. The Incorporated Document should be amended to require the contribution of 6% public open space be provided as land within BHCN. Vicinity should provide further detail as to what land will constitute public open space under the SD Act and an assessment against clause 22.15-3.

URBAN DESIGN

Issues

- 61. Council supports the increase to residential, commercial and office floorspace within the Master Plan and agrees with Vicinity that the site has the capacity to support a high density precinct.
- 62. However, further work and refinement is required to ensure that the height and siting of the buildings does not negatively impact on the amenity and quality of the public realm. Some of the issues with the public realm have been identified above.
- 63. The following adjustments to the heights is required:
 - 63.1 Street wall heights The street wall height of 9m along Whitehorse Road is insufficient to mitigate the scale of towers. This should be increased.
 - 63.2 **Lot 3** The proposed tower on lot 3 is too high. The scale is inappropriate in the absence of a substantial open space setting to the east and having regard to the impact that the height of this tower will have on the Civic Steps and the heart of the precinct.
 - 63.3 Western tower of lots 6 and 7 The proposed tower is too high and results in an unacceptable overshadowing. The height should be reduced so that overshadowing at 11am at the September Equinox does not extend beyond the kerb line in Hopetoun Parade (south) and Thurston Street (west).
- 64. In relation to building siting, Council considers Lots 1, 2 and 3 to be problematic, leading to the overshadowing of the Civic Steps and an unacceptable outcome in terms of the usability of the Fairbank Park extension. Further work is required in relation to the siting of these lots. It is noted that the previously approved scheme saw lots 2 and 3 shifted further west with open space provided adjacent to Clisby Court. This addressed some of the issues identified above, including the problems with the fragmentation of open space proposed under the Master Plan.

Council requests

65. The Master Plan should be amended to address the issues identified above in consultation with Whitehorse City Council and other state government agencies as relevant.

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TRAFFIC AND MOVEMENT

Issues

Sustainable and active transport

- 66. The transport and parking arrangements in the Master Plan are underpinned by an assumption that there will be a mode shift to increase the number of users of alternative forms of transport. This is reflected in the design principles of the Master Plan, which includes to 'Encourage use of alternative forms of transport' and 'Strategic active transport connections'. Similarly, design criteria includes 'Prioritise pedestrian movement', 'Provide a clearly defined pedestrian and cycle network through the site that links with surrounding existing footpath and cycle networks', 'New connections will facilitate and encourage use of existing and future public transport' and 'Provision of end of trip bicycle facilities for each stage'.
- 67. Council supports the objective to encourage alternative forms of transport. However, the Draft Amendment lacks detail as to how sustainable and active transport will be encouraged on the site. Public realm treatments and infrastructure are essential to making the site appealing for active transport users and to the facilitate connections to existing and proposed public transport. The Transport Impact Assessment (TIA) does not provide sufficient information in this regard.
- 68. Given the importance of active transport to the Master Plan, it important that this detail be provided before the Master Plan is approved. The detail should include matters such as:
 - 68.1 location of bicycle parking infrastructure;
 - 68.2 'sharrow' treatments considered on all internal roads rather than just the new Prospect Street and Clisby Court Extension
 - details of connectivity through the Vicinity sites to existing and planned public transport infrastructure;
 - 68.4 how road spaces will prioritise the safety of pedestrians and cyclists, including those with limited mobility;
 - 68.5 how the on-site car sharing arrangements will be incorporated.

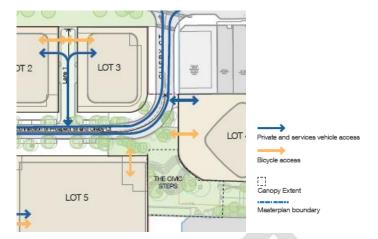
Prospect Street and Clisby Court extension

- 69. Council has concerns about the 'shared environment' where the Prospect Street extension meets the Clisby Court extension. The TIA indicates that 'the purpose of the shared environment is to improve the safety for vulnerable road users (such as pedestrians and cyclists), whilst still maintaining adequate access for vehicles.'3
- 70. The 'shared environment' proposed for this area is not, however, reflected in the Master Plan. This area is referred to as 'public realm- new east-west connection' on the map at 3.12 Public Realm. The Master Plan does not identify this area as a 'shared area' or a 'pedestrian priority' area. Accordingly, it is unclear how this area will operate to ensure the safety of pedestrians and cyclists. Further, minimal information is provided to establish whether measures will be included to prevent this area becoming a 'shortcut' to Whitehorse Road.
- 71. Plan 3.13 Movement and Access from the Master Plan shows a private vehicle entrance to Lot 4, as well as bicycle access, within the 'shared environment' area. Further details are required to establish whether this would be a suitable arrangement.

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72. Council considers that the issues with this 'shared environment' need to be addressed now, rather than as a condition of the Incorporated Document to ensure the layout of the site will be able to function appropriately.

Nelson Road extension (Lane 3)

- 73. Lane 3 is shown as an extension to Nelson Road on the Master Plan with a note relating to a potential future connection across the rail corridor to Thurston Street.
- 74. Council considers that the Master Plan should contain a greater acknowledgement about the future railway overpass, including further detail about the treatment of Lane 3 required to enable the overpass to occur. Further, Council strongly recommends the Nelson Road extension to the Victorian government as a key State infrastructure project for Box Hill.
- 75. The Master Plan also contemplates an improved north south bicycle connection through the Nelson Road extension over the rail corridor to Thurston Street. This is would also require coordination and has not been adequately addressed in the Master Plan.

76.

Coordination with SRL and other developments

- 77. The submission already describes above that better coordination is required with the SRL project. The need to coordinate with and consider the SRL is highlighted when considering transport issues.
- 78. The BHMAC has undergone significant development over the last two decades and the Box Hill SRL Station and associated precinct planning will only add to the population and activity in BHMAC. The traffic impact of the development of the BHCN cannot be considered without this broader context. A broader traffic study of the BHMAC, which considers the SRL, recent developments and BHCN is necessary before the development proceeds.
- 79. Further, the following works associated with the SRL will have a direct impact on movement around the BHNC site:
 - 79.1 The relocation of the tram super stop and terminus to the west of Market Street between Clisby Court and Market Street, which may drive more transport movement towards the Clisby Court link;
 - 79.2 The proposed permanent realignment of Whitehorse Road and the public realm works, which includes:



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- (a) A new tram terminus, which has not been considered in the Master Plan;
- (b) Extension of Clisby Court across the proposed lineal park on Whitehorse Road, which may result in the need for a signalised intersection.
- (c) A proposed east-west cycle route within the proposed lineal park on Whitehorse Road, which will intersect with Fairbank Park.
- 79.3 The proposed station entrance to Box Hill SRL Station on Market Street, which has little detail in the Draft Amendment documents.

Car Parking

- The Draft Amendment proposes carparking provision which is lower than the requirements of the Parking Overlay.
- 81. The Parking Overlay includes minimum requirements for the provision of parking, with a permit requirement to reduce the minimum spaces for a use in the schedule. Clause 4 of the Parking Overlay includes the following application requirements for applications to reduce the number of car parking spaces for a use:



Application requirements and decision guidelines for permit applications

Before deciding on an application to reduce (including reduce to zero) the minimum number of car parking spaces required for a specified use, the Responsible Authority must consider as appropriate:

- Any effect on vehicle and pedestrian traffic in the area
- Any empirical analysis which supports a variation in the number of car parking spaces that should be provided.
- The particular characteristics of the proposed use with regard to the likely car parking demand generated.
- For commercial and residential visitor uses, the availability of car parking in the locality and its suitability to accommodate parking generated by the development.
- For reductions in the rate of provision of residential uses:
 - the likelihood of residents not owning cars and of using active and public transport options
 - the protection of parking in the surrounding area such that new residents are not able to use those spaces.
- The likely contribution of public transport and opportunities to walk and cycle in mitigating car parking demands, and whether appropriate provision can be made for use of sustainable transport to encourage a mode shift from private vehicle travel.
- Whether the development includes bicycle and motorcycle parking.
- Whether site size, access, design or other constraints warrant reducing the parking requirement.

Notes:

Occupiers of any dwellings approved by permit subject to the provision of this schedule may not be eligible for Resident Priority Parking Permits.

82. The analysis undertaken in relation to carparking in the TIA is very brief and does not cover requirements set out in clause 4 of the Parking Overlay. Council considers that the Draft Amendment has not adequately justified why a reduction in carparking is appropriate. This detail must be provided if a reduction in carparking is to be considered.

Council requests

83. The following further detail and work is required:

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- 83.1 Greater consideration of the impact of SRL and other developments on traffic in the area, as well as the impact of SRL infrastructure and proposed Precinct Structure Planning on the Master Plan area;
- 83.2 Measures to facilitate and encourage mode shift and the use of active and public transport on the site.
- 83.3 Detail around how the 'shared environment' at the Prospect Street and Clisby Court extension will operate.
- 83.4 Greater information and justification for the proposed reduction in carparking
- 83.5 Greater detail regarding the treatment of Lane 3 to facilitate the future overpass over the rail corridor from Nelson Road to Thurston Street.
- 84. The above is necessary to consider the workability and safety of the traffic and transport arrangements underpinning the Master Plan. Accordingly, this information must be provided before the Draft Amendment can be properly considered.

HOUSING DIVERSITY

Issues

- 85. The Housing Diversity and Affordability Report includes some information on the style of diversity that could be achieved on the BHCN site. However the Incorporated Document and Master Plan do not include any of this detail so there is no certainty as to what type of dwelling mix will be included on the site.
- 86. Given the significant demand for new dwellings in the BHMAC over the coming decades, it is important that information around proposed dwelling mix is provided now, and given certainty through the draft Incorporated Document and the Master Plan.

Council requests

87. Vicinity should provide detail as to the dwelling mix which can be expected on the site.

The draft Incorporated Document and the Master Plan should be updated to address this.

ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

Issues

- Council is committed to creating an environmentally sustainable city. Therefore, Environmentally Sustainable Development (ESD) is a very important issue for the City of Whitehorse.
- 89. Council's key ESD policy is found in clause 22.10 (Environmentally Sustainable Development) which applies to all residential and non-residential development that requires a planning permit. The overarching objective of the policy is 'that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation'.
- 90. Additionally, the state planning policy at clause 53.18 (Stormwater Management in Urban Development) is also important. The purpose of this clause is to 'ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

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- 91. For a site of this size and a proposed development of this scale, it is important to ensure appropriate ESD measures are provided through a future Sustainability Management Plan (**SMP**), Integrated Water Management Assessment, a Green Travel Plan and other requirements relating to sustainability. Council has reviewed the draft Incorporated Document and provided tracked changes showing Council's requirements in relation to ESD.
- 92. Further, the Box Hill Central North Sustainability Framework prepared by Cundall dated 7 June 2022 which was included with the Draft Amendment does not reference Council's most recent documents relating to ESD, including:
 - 92.1 Whitehorse Sustainability Strategy 2030 Taking Climate Action; and
 - 92.2 Whitehorse 2040 Community Vision.
- 93. This should be addressed in the SMP.

Council requests

 The Incorporated Document should be amended to include the changes shown by Council in Attachment A, which reflect Council's position in relation to ESD.

DEVELOPMENT CONTRIBUTIONS

Issues

- 95. Council is intending to apply a municipal wide development infrastructure levy and community infrastructure levy through Amendment C241whse which will implement the Whitehorse Development Contributions Plan 2022 (DCP). Amendment C241whse was exhibited in November last year and it is expected that it will proceed to a Panel hearing in April 2023.
- 96. The Draft Amendment documents do not refer to the DCP and does not make provision for development contributions. The Planning Report prepared by Urbis makes a reference to an agreement under s 173 of the PE Act which is intended to be put in place for development contributions. There are, however, no requirements for this s 173 agreement in the Incorporated Document and a draft agreement has not been provided with the Draft Amendment. Accordingly, it is not clear to Council what, if any, development contributions are proposed through the Draft Amendment.
- 97. As currently drafted, the Incorporated Document will exempt the development of the site from the requirements of the future Development Contributions Plan Overlay (**DCPO**) which is proposed to implement the DCP via Amendment C241whse. This is not an acceptable outcome in the absence of any analysis and detail about the community infrastructure needs and what is proposed to be provided through the Master Plan (beyond public realm provision and improvement). The development of the BHCN will significantly increase the density on the site. Accordingly, Vicinity must make a development contribution under the DCP for the development. The failure to take this into account is a significant flaw in the Draft Amendment.

Council requests

98.	Appropriate development contributions must be made alongside the development of the
	BHCN site. The Draft Amendment and supporting documentation must be updated to
	ensure that development contributions are provided with the development. The Draft
	Amendment should not be considered until these updates are made.

⁴ Planning Report, p. 46.

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AFFORDABLE HOUSING

Issues

- 99. Council is committed to increasing the supply of affordable housing in the municipality. Council's housing policy at the municipal strategic statement (MSS) at clause 21.06-3 includes advocating for increases in affordable and social housing stock as a key housing principle.
- 100. Council is currently undertaking work to update its Affordable Housing Policy. The current policy was created in 2010, and it is now going through a consultation process on a draft policy which closed on 3 February 2023.
- 101. A development at the scale of that proposed for the BHCN should contribute to affordable housing and Council welcomes the work undertaken by Vicinity to understand the need in the market and to provide this as part of the development.
- 102. Council supports the provision of an affordable housing contribution via a s 173 agreement and the definition of eligible households in the Draft Incorporated Document which is taken directly from s 3AB of the PE Act.
- 103. As set out in the *Whitehorse's Draft Affordable Housing Policy 2022*, Council will consider a range of affordable housing delivery models that meet the needs of different income groups along the housing continuum including affordable purchase, shared equity, build to rent, rent to buy and social housing.
- 104. In relation to the proposed requirements set out in the draft Incorporated Document, Council is generally supportive of clause 6.47⁵ in relation to the quantum of affordable housing provided via an affordable housing contribution either through the sale (clause 6.47(a)) or lease (6.47(b)) of no less than six per cent of the total number of approved dwellings at a discount to market value of no less than 30 per cent.
- 105. However, Council considers that management of affordable housing should be undertaken by a Registered Housing Agency (RHA). A RHA is best placed to manage affordable housing given their experience in ensuring that appropriate arrangements are put in place. Accordingly, Council considers that the draft Incorporated Document should be amended to delete clauses 6.47a(b) and 6.46b(b) which provides for the sale and leasing of affordable housing in accordance with an Affordable Housing Management Plan so that it is limited to only RHAs.
- 106. Further, the draft Incorporated Document should be amended to ensure that affordable housing provided under a lease is for a minimum of 20 years, rather than 13 years as currently proposed in the document.

Council requests

- 107. The draft Incorporated Document should be updated to:
 - 107.1 Require that any affordable housing is sold or leased to a RHA;
 - 107.2 Any lease for affordable housing is for a minimum of 20 years.

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THE DRAFT INCORPORATED DOCUMENT

Issues

108. The draft Incorporated Document in its current form is unacceptable because of its poor drafting, lack of detail and failure to address critical issues upfront. It is inadequate as a document that will form part of the Planning Scheme. Using the draft Incorporated Document in its current form will lead to poor planning outcomes.

Drafting

- 109. Firstly, the drafting of the draft Incorporated Document is confusing as to the exemption/ operation of planning scheme requirements.
- 110. For example, clause 4.3 of the draft Incorporated Document provides 'subject to clause 4.4, no planning permit is required for, and no provision in the Planning Scheme operates to prohibit, control or restrict the use or development of the Land'. However, clause 4.8 has the sub-heading of "requirement before a planning permit is granted" and provides "an application to subdivide or use the site, or construct a building, or construct or carry out works on the site,, must be accompanied by detailed plans and accompanying report(s)...". Clause 4.10 is titled as "Planning Permit Application Plans".
- 111. There is clear inconsistency between clause 4.3 and clauses 4.8 and 4.10. If the intent of the draft Incorporated Document is to allow the use, subdivision and development of the BHCN generally in accordance with the Master Plan, then no planning permit would be required for the authorised uses and development. Clauses 4.8 and 4.10 need to be amended accordingly.
- 112. Secondly, it is unclear from the draft Incorporated Document as to whether a planning permit is required for subdivision. Notably, clause 2.1 of the draft Incorporated Document provides that the purpose of the document is to 'permit ...subdivision ... of the Land' and clause 4 provides 'the incorporated document allows ... staged subdivision of the land including creation of super lots, easements and reserves'. However, clause 4.4 provides that a planning permit is required to subdivide land except where the subdivision creates a road and no additional lot is created. Section 6.8 of the planning report prepared by Urbis states '..the Incorporated Document approves a Master subdivision Plan", then provides the conditions required for further subdivision of the 'super lots' defined by the Master Subdivision Plan'. The wording of the draft Incorporated Document does not reflect this statement.
- 113. Furthermore, Vicinity proposes an open space contribution of 6% of the site value. However, this proposal is not included in the draft Incorporated Document and would not apply if the draft Incorporated Document were to allow staged subdivision without a planning permit.
- 114. Thirdly, the role of Council under the draft Incorporated Document is problematic. Clause 1.4 suggests that Council will be the responsible authority for subdivision, enforcement of the Incorporated Document and any section 173 agreement. However, the draft Incorporated Document:
 - 114.1 is unclear as to whether a planning permit is required for subdivision;
 - does not require plans / reports to be provided to Council for approval and endorsement, making it difficult for Council to enforce the Incorporated Document if it does not have a copy of the relevant plans / reports; and
 - 114.3 includes requirements for s 173 agreements that are unacceptable to Council.

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Lacking in detail

- 115. The proposed redevelopment of BHCN is significant in scale and involves many complicated issues that need to be carefully considered and addressed. Council is concerned that the draft Incorporated Document includes minimal requirements / conditions and is inadequate to safeguard the desired outcome. For instance, the draft Incorporated Document contemplates a wide range of land uses (such as retail, commercial and residential) but does not include any conditions / requirements to regulate the land uses or to minimise the conflicts between different land uses.
- 116. Furthermore, the draft Incorporated Document is silent on important issues such as waste management, car parking management, wayfinding strategy, construction management and stormwater management. It also does not include any conditions / requirements from relevant authorities (such as Department of Transport and Planning, VicTrack and SRLA). The fact that the draft Incorporated Document only includes 13 requirements (i.e. from clause 4.8 to clause 6, inclusive) for one of the largest redevelopment projects within the municipality is telling of the lack of detail in the draft Incorporated Document.

Failure to address critical issues upfront

- 117. The draft Incorporated Document seeks to address the following issues through the submission of plans and/or reports after the approval of the Draft Amendment:
 - 117.1 open space strategy;
 - 117.2 wind impact assessment;
 - 117.3 traffic impact assessment; and
 - 117.4 green travel plan;
- 118. As discussed above, open space is of critical importance to Council as the BHMAC undergoes transformation and the proposed redevelopment of BHCN will generate significant population growth. It is critical that details of the open space (including but not limited to size, ownership, role and function of each open space and hours of public access) are provided at the start to allow a proper assessment of this critical issue.
- 119. Wind impact on the public realm and key areas (such as building entrances and outdoor dining areas) must also be addressed at the design stage, rather than as an afterthought as this may dictate the appropriate built form.
- 120. The Draft Amendment relies on a significant transport mode shift towards walking, cycling and public transport. Accordingly, it is important that traffic impact assessment and green travel plan are provided upfront to ensure that the proposed transport mode shift can be achieved and the proposed redevelopment will not cause unacceptable impacts on the road network. These are critical issues that must be considered and addressed prior to the approval of the Draft Amendment to ensure the success of the proposed redevelopment of BHCN.

Council requests

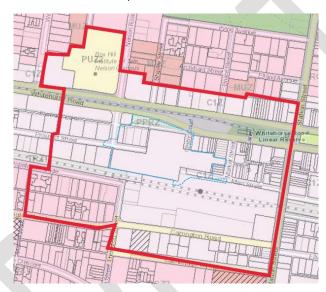
- 121. Council has made extensive changes to the draft Incorporated Document. A copy of the marked up document is included in **Attachment A.**
- 122. As discussed above, many of the issues need to be addressed upfront rather than through conditions / requirements. Input from various Authorities is also needed.
- 123. The issues with the draft Incorporated Document are so significant that it is impossible to consider the Draft Amendment in its current form.

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PROCEDURAL ISSUES

Issues

- 124. The Minister is considering exercising her power under s 20(4) of the PE Act in relation to the Draft Amendment. Council considers that the Minister should cease to continue to consider the Draft Amendment in this way.
- 125. Council is best placed to undertake the strategic planning for the BHCN site. Council has the demonstrated ability, skills and resources to efficiently master plan the site. There are substantial flaws with the Draft Amendment documents and a lack of consideration of the strategic context of the BHMAC. It is unclear why the Minister is considering intervening under s 20(4).
- 126. In terms of the consultation that is occurring through the Minister's exhibition under s 20(5), Council submits that what has occurred is insufficient. Council understands the area to which DTP has provided notice to be as follows:



- 127. For a significant development such as this, wider notice should be provided to ensure that views of the community are adequately heard and Council has previously advised DTP of a wider notification area which it considers would be appropriate. Advertising on the Department's website is not enough. Council has undertaken further notification to a wider area, and information sessions for residents. It is disappointing that Council has needed to do this to address the insufficient notification undertaken by DTP.
- 128. Further, the length of the consultation period is insufficient. One month is not enough time for parties to be able to consider the Draft Amendment, obtain any necessary advice, and then make a submission.
- 129. Having regard to these issues, if the Minister is minded to continue considering the Draft Amendment, Council submits it is critical that the matter proceed to a Standing Advisory Committee. The 'Your Say' website and correspondence received from DTP indicates that the Minister may refer to the Draft Amendment to the Priority Projects Standing Advisory Committee. It is unsatisfactory that no certainty has been provided in relation to this referral. The complexity of the site and its significance to the BHMAC, the numerous issues with the Draft Amendment documents and the inadequate period for consultation means that a Standing Advisory Committee is essential to ensure that it is properly and thoroughly considered. There are significant issues in relation to a wide variety of issues



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that should be considered with expert evidence because any decision is made on the Draft Amendment. It would be unreasonable for the Minister to exercise her power under s 20(4) without first seeking advice from the Standing Advisory Committee.

Council requests

- 130. The Minister should not exercise her power under s 20(4) in relation to the Draft Amendment. The Draft Amendment should be revised before the master planning can occur properly.
- 131. If the Minister is minded to continue considering the Draft Amendment and whether to exercise her power under s 20(4), it must be referred to the Priority Projects Standing Advisory Committee for advice.

CONCLUSION

- 132. Council respectfully requests that the Minister consider the issues raised by Council in this submission.
- 133. Council reserves its right to make further submissions in relation to the Draft Amendment at the Priority Projects Standing Advisory Committee.

Maria Marshall
Maddocks
Lawyers for Whitehorse City Council

ATTACHMENT A

WHITEHORSE PLANNING SCHEME

BOX HILL CENTRAL NORTH MASTER PLAN INCORPORATED DOCUMENT

Specific controls for 17-21 Market Street, 1 Main Street, 2 Prospect Street, 8 Prospect Street, 8A Prospect Street, Box Hill, and part of Main Street, Prospect Street, Nelson Road, Clisby Court, and Fairbank Lane, and the landscape reserve fronting Whitehorse Road, Box Hill

DECEMBER 2022[insert month] 2023

Incorporated document pursuant to Section 6(2)(j) of the *Planning and Environment Act* 1987

Incorporated document in the Schedules to Clauses 45.12 and 72.04 of the Whitehorse Planning Scheme $\,$

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1. INTRODUCTION

- 1.1. This document is an Incorporated Document in the schedules to Clause 45.12 and 72.04 of the Whitehorse Planning Scheme (the Planning Scheme) pursuant to section 6(2)(j) of the Planning and Environment Act₇ 1987.
- 1.2. The land identified in Clause 3.1 of this document Incorporated Document may be used, developed and subdivided in accordance with the specific controls and clauses contained in this Incorporated dDocument and should must be generally in accordance with the Box Hill Central North Master Plan (June 2022).
- 1.3. The provisions of this document Incorporated Document prevail over any contrary or inconsistent provision in the Planning Scheme.
- 1.4. The Minister for Planning is the Responsible Authority for administering Clause 45.12 of the Planning Scheme in respect of this Incorporated Document except that:
 - The Whitehorse City Council is the Responsible Authority for matters expressly required by the Incorporated Document to be endorsed by, approved or done to the satisfaction of the Whitehorse City Council;
 - b. The Whitehorse City Council is the Responsible Authority for subdivision; and
 - c. The Whitehorse City Council is the Responsible Authority for the enforcement of the Incorporated Document; and -
 - The Whitehorse City Council is the Responsible Authority for matters under Division 2 of Part 9 of the Planning and Environment Act 1987.

2. PURPOSE

2.1. The purpose of this incorporated Incorporated Decument is to permit the use, subdivision and staged development of the Land-land described in Clause 3.1 generally in accordance with the Box Hill Central North Master Plan (June 2022) and the conditions and requirements in this Incorporated Document.

3. LAND DESCRIPTION

- 3.1. This lincorporated Deocument applies to the land at 17-21 Market Street, part of the land at 1 Main Street, 2 Prospect Street, 8 Prospect Street, 8A Prospect Street, part of Main Street, Prospect Street, Nelson Road, Fairbank Lane, and the landscape reserve fronting Whitehorse Road, Box Hill (the Land). The land, referred to herein as 'the site', Land is identified in Figure 1 below and is formally described as:
 - Lot 1 on Title Plan 803942
 - Land in Plan of Consolidation 102909;
 - Lot 2 on Title Plan 665882;
 - Lot 1 on Title Plan 333223;
 - Lot 1 on Title Plan 761483;
 - Lot 2 on Lodged Plan 45799; and
 - R1 on Lodged Plan 82924

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Figure 1: The <u>land subject to this Incorporated Document</u> highlighted in redsite



Figure 2: Development Plan, Box Hill Central North Master Plan (June 2022)

4. CONTROL

EXEMPTION FROM PLANNING SCHEME PROVISIONS

- 4.1. The Land identified in Claus 3.1 may be used and developed in accordance with the specific controls contained in Clause 4 of this document and should be generally in accordance with the Box Hill Central North Master Plan (2022).
- 4.2. The controls in Clause 4 prevail over any contrary or inconsistent provision in the Planning-Scheme.

Exemption from Planning Scheme requirements

- 4.3.4.1. Subject to Clause 4.42, no planning permit is required for, and no provision in the Planning Scheme operates to prohibit, control or restrict the use or development of the Land in accordance with the provisions contained in Clause 4 permitted by this Incorporated Document.
- 4.4.4.2. A planning permit is required to subdivide the Land except where the subdivision: creates a road and no additional lot is created.

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 (a) is generally in accordance with the master plan of subdivision contained in the Box Hill Central North Master Plan (June 2022); or

(b) creates a road and no additional lot is created; and

A planning permit is required to subdivide the land and any such application is exempt from the requirements in Clause 53.01 (Public Open Space Contributions) of the Planning Scheme.

4.5.4.3. Notwithstanding Clauses 4.4 and 4.54.2, any planning permit allowing subdivision of the Land-must include a condition requiring the provision in kind-or payment to City of Whitehorseof 6% of unencumbered land as public open space, before a statement of compliance is issued, of a public open space contribution equal to 6% of the cite area or site-value of the Land-and informed by an open space strategy-unless the subdivision is of a class of subdivision that is exempted from the public open space requirement by the Planning Scheme

A planning permit application that is generally in accordance with the Box Hill Central North-Master Plan (2022), 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 Planning and Environment Act 1987.

5. This Document Allows WHAT THIS INCORPORATED DOCUMENT ALLOWS

The Incorporated Document allows the following:

- Alteration of access to a road in a Transport Zone 2.
 - Staged subdivision of the Land including creation ofto create super lots, easements and
 reserves generally in accordance with the master plan of subdivision contained in the Box Hill
 Central North Master Plan (June 2022).
 - Use of the land for a mix of commercial, retail and residential purposes.
 - Provision of new open spaces and pedestrian and vehicle links.
 - Staged development generally in accordance with the Box Hill Central North Master Plan (June 2022) as follows: Construction of buildings and works.

The Box Hill Central North Master Plan (2022) includes five (5) indicative development stages, each of which are subject to the corresponding conditions as outlined below.

- (i) Stage 1 (Lot 4 and Lot 5) subdivision of land into two (2) super lots, alteration of access to a road in a Transport Zone 2, public realm works and use and development of the land for the purpose of a multi-storey commercial building and a multi-storey mixed use building and associated basement car parking.
- (ii) Stage 2 (Lot 3) subdivision of land into one (1) super lot, public realm upgrades and works (Clisby Court), creation of access lane and use and development of the land for a multi-storey mixed use building and associated basement car parking.
- (iii) Stage 3 (Lot 2) subdivision of land into one (1) super lot, public realm works and use and development of the land for a multi-storey mixed use building and associated basement car parking.
- Stage 4 (Lot 1) subdivision of land into one (1) super lot, public realm works, closure of Fairbank Lane, and use and development of the land for a multi-storey mixed use building and associated basement car parking.
- (v) Stage 5 (Lot 6 and Lot 7) subdivision of land into two (2) super lots, public realms works, creation of a lane and use and development of the land for the purpose of two multi-storey mixed use buildings and associated basement car parking.

Any plans <u>and reports</u> endorsed by the Responsible Authority pursuant to any <u>eendition clause</u> of this Incorporated Document may be amended with the written consent of the Responsible Authority.

The Box Hill Central North Master Plan (<u>June</u> 2022) must not be <u>amended</u> or modified without the prior written consent of the Minister for Planning.

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6. THE FOLLOWING CONDITIONS AND REQUIRMENTS APPLY TO THIS INCORPORATED DOCUMENT

Requirement before a planning permit is granted

5.1. An application to subdivide or use the site, or construct a building, or construct or carry outworks on the site, for the purpose of using or developing the site in accordance with this Incorporated Decument, must be accompanied by detailed plans and accompanying report(s) that assess the proposal against the provisions of the Box Hill Central North Master Plan-(2022) and the conditions set out in Clause 4 of this Incorporated Document to the satisfaction of the Responsible Authority. The following documents must be provided (ascrete and):

Indicative Staging Plan

- 5.2.6.1. An Before the development starts, an Indicative Staging Plan must be submitted to and approved by the Responsible Authority. The Indicative Staging Plan must be generally in accordance with the Box Hill Central North Master Plan (June 2022) and must identify:
 - The proposed sequencing of development, the indicative timing of the provision
 of public realm works, infrastructure and services and overall integration with
 other development stages; and
 - Vehicular access points, road infrastructure works and traffic management for each stage of the development.

Planning Permit Application Architectural Plans

- 5.3.6.2. Before the development starts for a particular stage, a Architectural Plans plans for each that stage must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and form part of this incorporated document. The plans must be drawn to scale with dimensions and The fully dimensioned plans must include, as appropriate:
 - a. Existing conditions, including earlier stages of development if relevant;
 - b. Detailed site layout plans;
 - c. Site interface plans and the extent of any public realm areas that will be included as part of the planning permit application area;
 - d. Architectural plans and elevations including pedestrian access, vehicle and bicycle access, loading and other services:
 - e. The extent of ground level activation;
 - f. The location of through building links such as arcades, atria or similar;
 - g. The location of publicly accessible spaces such as plazas or similar;
 - h. Details of shadowing of open space areas, roads, streets/footpaths, lanes, plazas and the like in relation to both the site and its surrounds;
 - i. A development schedule, including floor areas (gross floor area) by land use $\overline{\imath}_{\!\scriptscriptstyle L}$
 - The design and layout of all dwellings to achieve compliance with the requirements of Clause 58 (Apartment Developments) of the Planning Scheme;
 - k. Details of how undeveloped land will be treated in the interim for future stages $_{\widehat{\boldsymbol{+}}}$ and

____Details of materials and finishes.

m. Detailed design drawings at a scale of 1:50 (or otherwise agreed with the

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Responsible Authority) of any street features, road and footpath areas through the extent of works proposed. The design and materials of all public realm treatments must be consistent with the Box Hill Urban Landscape Design Guidelines Urban Core Treatment as amended from time to time, with sectional diagrams prepared to demonstrate the construction methodology and showing no alteration to the existing public footpath levels, all to be approved to the satisfaction of the Responsible Authority.

- Detailed design drawings at a scale of 1:50 (or otherwise agreed with the Responsible Authority) of any proposed urban design details such as street furniture, seating, lighting, paving, tree grates, bin enclosures and the like including specifications and materiality.
- Detailed design drawings at a scale of 1:50 (or otherwise agreed with the Responsible Authority) of all wind canopy structures located within the public realm to demonstrate a high level of visual interest and solar amenity.
- Details of all proposed landscaping within the road and pedestrian accessway, building entries, communally accessible terraces and any other area of accessible open space.
- g. Details of Environmentally Sustainable Design features proposed in the Sustainability Management Plan including water tanks, permeable paving areas, WSUD devices, solar PV panels, passive design features such as external window shading or light shelves and window tinting, EV charging, bicycle parking, operable windows for natural ventilation, and other significant items.
- A notation that the development is to be constructed in accordance with the Sustainability Management Plan endorsed under clause 6.17.
- Details and specifications of proposed stormwater drains, roadworks and paved areas, including long sections and cross sections. The submitted plans must show existing and proposed works including surface and underground drainage, pavement and footpath details, concrete kerbs and channels and outfall drainage.

Architectural Design Principles

5.4.6.3. The design of the overall site and each individual building should must be exemplary and utilise high quality materials and finishes. Development should must:

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- a. Provide architectural themes and material and finishes generally consistent with the design requirements indicated within the Box Hill Central North Master Plan (<u>June</u> 2022); and
- Address overall architectural variety, podium design, integration of transport and design principles for each of the buildings shown in the Box Hill Central North Master Plan (<u>June</u> 2022).

Reflectivity

- 6.4. Except with the consent of the Responsible Authority, all external façade materials andfinishes must be of a type that does not reflect more than 20% of visible light whenmeasured at an angle of incidence normal to the surface.Before the development starts for
 a particular stage. a Reflectivity Strategy for that stage must be submitted to and approved
 by the Responsible Authority. When approved this will form part of the Incorporated
 Document. The Reflectivity Strategy must detail the external building materials and finishes.
 Except with the consent of the Responsible Authority, all external materials must be of a
 type that must not result in hazardous or unreasonable clint or glare to pedestrians, public
 transport operators and commuters, motorists, aircraft, or occupants of surrounding
 buildings and public spaces, to the satisfaction of the Responsible Authority. Buildings with
 frontages to major and arterial roads must use materials and finishes with a perpendicular
 reflectivity less than 20 per cent, measured at 90 degrees to the facade surface.
- 6.5. The provisions, recommendations and requirements of the endorsed Reflectivity Strategy must be implemented and complied with to the satisfaction of the Whitehorse City Council.

Layout must not be altered

6.6. The layout of the site and the size, design and location of the buildings and works permitted must accord with the endorsed plans and must not be altered or modified (unless the Whitehorse Planning Scheme specifies that a permit is not required) without the written consent of the Responsible Authority.

Façade Strategy

- 6.7. Before the development starts for a particular stage, a Façade Strategy for that stage must be submitted to and approved by the Responsible Authority. When approved, this will form part of the Incorporated Document. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. The Facade Strategy must detail:
 - A concise description of the building design and the mechanics of the façade construction by the author of the plans.
 - b. A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical/electronic sample board with clear coding.
 - c. Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, typical privacy screening and utilities, typical tower detail, glazing, soffits, window detail and any special features which are important to the building's presentation.
 - Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material.
 - Cross sections or other method of demonstrating a high quality design response for all street interfacing service cupboards, ensuring integration with the buildings design concept and quality of materials used.
 - Information about how the façade will be accessed and maintained and cleaned, including planting where proposed.

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- Example prototypes and/or precedents that demonstrate the intended design outcome indicated on plans and perspective images to produce a high quality built outcome in accordance with the design concept.
- h. Information on how the façade integrates energy modelling recommendations and building code energy provisions to improve both thermal comfort and energy efficiency.
- Information on how façade design balances tinting and other window solar heat gain coefficient treatments for energy efficiency with good daylight penetration for enhanced indoor environment quality outcomes, to align with the proposed Green Star standards.
- Evaluation of the feasibility of including building integrated photovoltaic technology into the façade design.

The provisions, recommendations and requirements of the endorsed Façade Strategy must be implemented and complied with to the satisfaction of the Whitehorse City Council.

Landscape Plan

- 5.5.6.8. Before the development starts for a particular stage, Aa Landscape Plan for each-that stage must be submitted to and approved by the Responsible Authority. The Landscape Plan must be generally in accordance with the Box Hill Central North Master Plan (June 2022) and the Public Realm Master Plan prepared by Lat27 (issue 06 and dated 17 June 2022) and plans-must be drawn to scale, with dimensions, which-to show:
 - a. Any changes required to meet the requirements of clause 6.2.
 - a.b. Details of all proposed landscaping associated with the buildings including communal terraces, and podium and rooftop spaces (as relevant).
 - b.c. A planting schedule of all proposed vegetation (trees, shrubs and ground covers) which includes, botanical names, common names, pot size, mature size and total quantities of each plants.
 - e.d. Deep soil zones of at least 1.5m or planter pits for canopy trees as appropriate.
 - d.e.__Buildings to provide a minimum 40 per cent total surface area as green cover.
 - Details of any proposed green walls including plant species, irrigation and drainage, and maintenance arrangements and responsibilities.
 - g. Details of natural elements, biophilic design and urban greenery in the public realm as per the Sustainability Management Plan endorsed under clause 6.17.
 - e-h. How the landscaping responds to water sensitive urban design principles, including how rainwater will be captured, cleaned and stored;
 - f.i. Details of all hard-landscaping materials finishes and treatments and urban design elements including paving, lighting, seating and balustrading. Details of surface materials and finishes and construction of retaining walls, pathways, kerbs and access ways;
 - g-j.___Tree species capable of growth to maturity within confined planting conditions, including but not limited to those trees located within containerised planters;—and,
 - Any landscaping works to be generally in accordance with City of Whitehorse Landscape Guidelines 2012 (or any subsequent equivalent document), materials, plant species and finishes.
 - Details of all hard-landscaping materials finishes and treatments and urban design elements including paving, lighting, seating and balustrading.

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- Details of surface materials and finishes and construction of retaining walls, pathways, kerbs and access ways.
- n. Tree species capable of growth to maturity within confined planting conditions, including but not limited to those trees located within containerised planters.

Landscaping Maintenance Plan

- 6.9. Before the development is occupied, a Landscaping Maintenance Plan to the satisfaction of the Responsible Authority and prepared by a suitably qualified consultant must be submitted to and approved by the Responsible Authority. Once approved, the Landscaping Maintenance Plan will be endorsed and form part of this Incorporated Document. The Landscaping Maintenance Plan must include (but not limited to) the following:
 - (a) Details of the ongoing maintenance procedures to ensure that the garden areas, containerised planting and green walls remain healthy and well maintained to the satisfaction of the Whitehorse City Council. This must include:
 - Irrigation frequency and delivery method.
 - ii. Drainage and water sensitive urban design features.
 - iii. Pruning and mulching.
 - (b) For green walls and above ground containerised planting, include the following details:
 - Plans and cross-sections of planting containers, and calculated soil volume per container.
 - ii. Structural engineering report and weight loading allowing for mature plant growth and potential flooding of containers.
 - iii. Irrigation frequency and delivery method.
 - iv. Drainage of planting containers.
 - v. Suitability for species selection in relation to nutrients and irrigation requirements.
 - vi. Mulch type, depth and weight.
 - vii. Anchoring of all containers and containerised plants above ground level to resist high winds.
 - viii. Assessment / specification of the microclimate and effect on plant health.
 - ix. Maintenance procedures, including access for staff and equipment, and safety/anchoring measures required to access landscaping above ground level

The provisions, recommendations and requirements of the endorsed Landscape

Maintenance Plan must be implemented and complied with to the satisfaction of the
Whitehorse City Council.

- 6.10. The garden and recreation areas shown on the endorsed plan and schedule must only be used as gardens and recreational areas and must be maintained in a proper, healthy and orderly condition at all times to the satisfaction of the Whitehorse City Council.

 Should any trees or plants be removed or destroyed they must be replaced by similar trees or plants of similar size and variety to the satisfaction of the Whitehorse City Council.
- 6.11. Detailed design plans and specifications of the civil works within the site associated with the approved buildings and works are to be prepared by a suitably qualified engineer, and submitted to the Responsible Authority. Certification by the consulting engineer that the civil works have been completed in accordance with the design plans and specifications must be provided to the Responsible Authority.

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6.12. The road reserve and all pedestrian accessways must be constructed and laid out in accordance with the endorsed Landscape and Public Realm Plan to the satisfaction of the Whitehorse City Council.

Ongoing Architect and Landscape Architect Involvement

- 6.13. Except with the written consent of the Responsible Authority, Bates Smart Architects must be retained to complete the detailed development plans and to provide architectural oversight during construction of the detailed design, as shown in the endorsed plans, the endorsed Façade Strategy and the endorsed schedule of materials and finishes to the satisfaction of the Responsible Authority.
- 6.14. Except with the written consent of the Responsible Authority, Lat27 must be retained to prepare the detailed landscape plans for the public realm, and to provide professional oversight during the construction of the landscaping and public realm works, as shown in the endorsed detailed landscape plans to the satisfaction of the Responsible Authority.

Open Space Strategy

- 5.6.6.15. Before the development starts, aAn Open Space Strategy for the site and for each stage, Land must be submitted to and approved by the Responsible Authority. This strategy should must be generally in accordance with the Whitehorse Open Space Strategy 2007 (or any subsequent equivalent document) and should must address (but not limited to):
 - a. Public open spaces and privately owned open spaces that will be publicly accessible; $\underline{}$
 - b. Identify the hours of public access;

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- c. The primary role and function of each open space; and.
- d. Maintenance and management regimes.
- d.e. Accessibility through the open space.

Ground Plane Activation Strategy

- 5.7.6.16. Before the development starts for a particular stage. As Ground Level Activation Strategy for each that stage must be submitted to and approved by the Responsible Authority. The Ground Level Activation Strategy must should include:
 - a. Detail finished floor levels to demonstrate the minimum finished floor levels;
 - Any level changes required between street level and internal ground floor be integrated into the building design and public realm works to maintain good physical and visual connection between street and building interior;
 - c. Design elements and materials be resilient;
 - d. Include cross-sections;
 - e. Landscaping and public realm treatments;
 - f. Treatment of level changes (e.g. batters, retaining walls); and
 - g. DDA compliant pedestrian accesses
 - h. Achievement of the following clear glazing requirements:
 - (i) Where retail uses are proposed, at least 75 per cent clear glazing along the ground level frontage to a height of 2.5 meters, excluding any solid plinth or base.
 - (ii) Where residential and office uses are proposed, at least 65 per cent clear glazing along the ground level frontage to a height of 2.5 meters, excluding any solid plinth or base.

Sustainability Management Plan

- 5.8.6.17. Before the development starts for a particular stage, aA Sustainability Management Plan (SMP) for each that stage must be submitted to and approved by the Responsible Authority. The SMP must be generally in accordance with the Box Hill Central North Sustainability Framework prepared by Cundall, dated 7 June 2022, but modified to include as appropriate; should respond to the provisions of Clause 22.10 of the Whitehorse Planning Scheme and should include (but not limited) as appropriate:
 - a. A detailed response to Clause 22.10 of the Whitehorse Planning Scheme;
 - An Integrated Water Management Assessment addressing stormwater quality
 performance in addition to ensuring that the Responsible Authority's collective
 integrated water management expectations and requirements pursuant to Clauses
 34 and 44 of the State Environment Protection Policy (Waters) are satisfied;
 - A STORM report with a score of 100% or greater (or MUSIC modelling for largescale developments); and
 - d. Evidence to the satisfaction of the Responsible Authority that demonstrates the development is registered to obtain a minimum 5-Star Green Star Design and As-Built v1.2 rating with the Green Building Council of Australia.
 - . Reference to the most recent versions of the following strategic documents:
 - (i) Whitehorse Sustainability Strategy 2030 Taking Climate Action; and

(ii) Whitehorse 2040 Community Vision.

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- Update the "headline commitments" under section 4 and the "Sustainability
 Framework: Alignment Summary" targets under City of Whitehorse in the Box Hill
 Central North Sustainability Framework to accord with the strategic documents
 referred to in clause 6.17(a).
- c. An Integrated Water Management Assessment addressing stormwater quality performance in addition to ensuring that the City of Whitehorse's collective integrated water management expectations and requirements are met, pursuant to a person's general environmental duty under section 25 of the Environment Protection Act 2017 (Vic), and with regard to the Environment Reference Standard issued under section 93 of the Environment Protection Act 2017 (Vic), are satisfied.
- d. A reduction in volume to meet the EPA Publication 1739.1: 'Urban stormwater management guidance' target of 26% stormwater that Harvested / evapotranspired.
- e. Updated MUSIC / InSite water modelling showing water quality and volume reduction targets are met.
- f. An annotation on architectural plans indicating that appropriate space and access
 is available to install, maintain and service integrated water management systems.
- g. An annotation on architectural plans indicating the capacity of the rainwater tanks and that the capacities stated are allocated exclusively for reuse/retention purposes and also any volume allocated for stormwater detention.
- Details of commitments on the use of sustainable materials, such as products that have Environmental Product Declarations and third-party product certification schemes, or that are reused or contain recycled content, including the public realm works and car parking areas.
- A response to Clause 15.01 of the Planning Scheme and demonstrates how the development improves the energy performance of buildings through siting and design measures.
- j. provision of an all-electric design that is net-zero ready in line with the Green Building Council's 'practical guide to electrification: for new buildings'.
- k. Details of how the north and west glazed facade address passive design, Green
 Star and National Construction Code efficiency requirements.
- Preliminary NCC 2022 Section J and NatHERS Energy Efficiency Reports, including recommendations regarding artificial lighting, daylight, window tinting, Window SHGC and U values, double glazing, etc.
- m. A strategy for indoor environment quality for the various building types, including guidance on natural ventilation, openable window interaction with mechanical ventilation and comment on the potential for 100% fresh air with Heat Recovery Ventilation (HRV) for apartments, or increased HVAC fresh air rates for improved IAQ for commercial.
- n. Recommendations on options and feasibility of energy storage that is to be provided.
- Commitments on the use of low embodied energy materials (or low embodied
 Greenhouse Gas) in line with recently published industry net zero transition plans
 and net zero industry guidelines including: concrete, glass, aluminum and steel.
- p. For residential apartments, demonstrate compliance with the Better Apartments
 Design Standards Clause 58.03 (BADS) requirement that Dwellings located in a
 the Moorabbin climate zone identified in Table D1 (21MJ/m²) maximum NatHERS
 annual cooling load is not exceed. If external light shelves or shading is required to
 achieve compliance, these must be shown on the plans. If a high level of tinting is
 used to achieve BADS compliance, this must be consistent with the daylight
 assessment.

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q.	Details o tower ele	f external shading to habitable rooms in the north-east and north-west exations.
r.	Alternativ	cross ventilation in residential apartments as per BESS guidelines. vely specify 100% fresh air Heat Recovery Ventilation (HRV) in residential nts for improved IAQ.
<u>S.</u>		f the Climate Adaption Plan outlining risks to be addressed in the design, vant zero carbon commitments required by the referenced One Planet ndard.
t	A dayligh	nt assessment as per BESS or Green Star guidelines.
u.		f how non-glazed facade materials exposed to summer sun would achieve ar absorptance.
v	The perc	entage of car spaces provided with access to the EV charging points.
w.		otovoltaic systems to demonstrate that a reasonable maximum area of roof being provided to contribute to expected daytime electricity use.
х.	Details o	f Electric Vehicle (EV) charging and EV infrastructure, including:
	<u>(i)</u>	Capacity and Load Management: Dedicated EV distribution board(s) in each carpark storey that is capable of supplying a minimum 7 kW (32. Amp single phase) dedicated circuit to all residential car parking spaces; and a minimum 22 kW (32 Amp three phase) dedicated circuits to 5% of office car parking spaces, to accommodate company vehicles primarily garaged in the building.
	<u>(ii)</u>	Electrical infrastructure and load management plan parking to allow for future installation of EV charging to a minimum of 25% of all office and commercial parking spaces.
	<u>(iii)</u>	A strategy for load sharing and managing the maximum demand load of the development so that it does not exceed the site capacity. Alternatively, confirm the site electrical capacity will cater for the EV charging load in maximum demand calculations as per AS/NZS 3000.
	<u>(iv)</u>	Dedicated space for cable trays to support the future installation of EV cabling from the distribution board to the edge of each applicable car parking space.
	<u>(v)</u>	Additional EV infrastructure, as required, which may include power use metering and communication systems, increased electrical capacity, and conduit installations.
	(vi)	Motor cycle, moped, electric bicycle or scooter parking: A 10-15 Amp charging outlet to one in every 6 applicable parking spaces.
	(vii)	Shared or Communal Space EV Charging: A minimum of 1 Active EV charging unit (minimum 22 kW, 32 Amp three phase) should be installed at a shared or communal parking space, where relevant. Shared or communal EV charging spaces are located in highly visible, priority locations, to encourage EV uptake.
<u>y.</u>	developn Built v1.2	to the satisfaction of the Responsible Authority that demonstrates the nent is registered to obtain a minimum 4 Star Green Star (Design and As-2, or current Green Star for Buildings) rating (except Lot 5 which is to minimum 5 Star Green Star rating) with the Green Building Council of

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The provisions, recommendations and requirements of the endorsed SMP must be implemented and complied with to the satisfaction of the Whitehorse City Council.

6.18. Within 12 months of occupation of each stage of the development, or by such a later date as approved by the Responsible Authority, certification must be submitted to the satisfaction of the Responsible Authority demonstrating that the development has achieved a minimum 4 Star Green Star (Design and As-Built v 1.2 or current Green Star for Buildings) rating (except Lot 5 which must achieve a minimum 5 Star Green Star rating). A copy of the certification and an updated SMP must be provided to the Responsible Authority including endorsed documentation by the Green Building Council of Australia affirming the Green Star rating.

Wind Impact Assessment

- 6.19. Before the development starts for a particular stage, Aa Wind Impact Assessment Report for each that stage, must be submitted to and approved by the Responsible Authority. The Wind Impact Assessment must be generally in accordance with the Box Hill Central North Masterplan Environmental Wind Assessment report prepared by Mel Consulting, dated 11-November 2020May 2022, but modified as necessary to align with the detail of the plans approved under clauses 6.2 and 6.8planning permit application.
- 6.20. The amended Wind Impact Assessment Report will be endorsed and form part of this Incorporated Document. The provisions, recommendations and requirements of the endorsed Wind Impact Assessment Report must be implemented and complied with to the satisfaction of the Whitehorse City Council.

Transport Impact Assessment

5.9.6.21. Before the development starts for a particular stage. Aa detailed Transport Impact Assessment (TIA) for thateach stage, must be submitted to and approved by the Responsible Authority. The TIA must be generally in accordance with the

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Box Hill Central North Masterplan Transport Impact Assessment prepared by GTAStantec, dated 41-November 202021 June 2022, but modified to include as appropriate:

- a. Functional layout plans and other supporting information;
- b. Pedestrian, bicycle and vehicle access points;
- c. Car parking at a rate that encourages alternative modes of transport to the private motor vehicle, and which must not exceed the following unless otherwise agreed by the Responsible Authority:
 - . 1 space per one and two bedroom apartment:
 - ii. 2 spaces per three or more bedroom apartment;
 - iii. 0.1 car space per apartment for visitors (rounded down to the nearest whole number);
 - iv. 3.5 spaces per 100m² of Gross Leasable Floor Area for retail uses (rounded down to the nearest whole number); and
 - 2 spaces per 100m² of Net Floor Area for office and all other nonresidential uses (rounded down to the nearest whole number).
- d. Bicycle parking to meet the objectives at Clause 52.34 of the Planning Scheme;
- e. Loading, delivery and waste collection arrangements; and
- Swept path diagrams demonstrating appropriate access arrangements to the site including all internal parking areas and loading and servicing requirements.

Car Parking Management Plan

- 6.22. Before the development starts for a particular stage, a Car Park Management Plan for that stage must be submitted to and approved by the Responsible.

 Authority. When approved, the Car Park Management Plan will be endorsed and form part of this Incorporated Document. The Car Park Management Plan must address, b ut not be limited to, the following:
 - a. Allocation of car parking spaces to each of the land uses.
 - b. Numbering of car parking spaces.
 - c. The collection of waste and garbage in accordance with the Waste Management Plan required under clause 6.28.
 - d. Details regarding the management of loading and unloading of goods and material.
 - Strategies to minimise the potential for conflict between pedestrians and vehicles through the basement and on the pedestrian footpaths.
 - Details of way-finding, cleaning and security of the end of trip bicycle facilities.
 - q. Any signage associated with allocated parking, public parking and directional wayfinding signage.
 - Management of loading/unloading of vehicles associated with the development and how these areas will be secured.
 - Number of car share spaces provided, including whether they will be accessible by the public.

The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of Whitehorse City Council.

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Green Travel Plan

5.40.6.23. Before the development starts for a particular stage. Ag Green Travel Plan for each that stage, must be submitted to and approved by the Responsible Authority in consultation with the Head, Transport for Victoria. The Green Travel Plan should include (but not limited to):

- a. Objectives for the Plan.
- b. The objectives must be linked to measurable targets, actions and performance indicators.
- c. A description of the existing active private and public transport context.
- d. The types of bicycle storage devices proposed to be used for employee and visitor spaces.
- e. The types of lockers proposed within the changeroom facilities.
- Reference to electrical vehicle charging points within the car park and provision of electrical infrastructure for future expanded provision.
- g. Initiatives that would encourage residents, employees and visitors to the development to utilise active private and public transport and other measures that would assist in reducing the amount of private vehicle traffic generated by the development including end of trip facilities and car share spaces.
- h. Timescale and costs for each action.
- The funding and management responsibilities, including identifying a person(s)
 responsible for the implementation of actions.
- . A monitoring and review plan requiring annual review.
 - a. objectives linked to measurable targets, actions and performance indicators; and
 - b. description of the existing active private and public transport context.

New Roads and Laneways

5.11.6.24. Before the development starts for a particular stage. Eengineering drawings and computations for new roads and laneways (as applicable) must be submitted to and approved by the Responsible Authority. The engineering documents should detail:

- b. A cross section of any new road showing above and below ground placement of services, street lights, street furniture and street trees (as applicable):).
- c. The plans and cross section of the new road must demonstrate how services, driveways, street lights and street furniture will be placed so as to achieve the street reserve width and accommodate street tree planting (as applicable);).

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- Independent drainage, the direction of stormwater runoff and a point of discharge for the land to the satisfaction of the Whitehorse City Council;
- e. Underground reticulated water (including dual reticulation and a connection point to connect to a potential future precinct scale alternative water supply via a third pipe network), sewerage, gas, electricity and telecommunications located and bundled (utilising common trenching) to the satisfaction of the Whitehorse City Council and the relevant servicing authority(s):
- All works for stormwater, water sensitive urban design, drainage, street trees, and landscaping;
- g. All bearings, distances and levels, as necessary; and.
- h. Staged delivery of any roads and laneways, including how suitable public access will be maintained during construction.
- 6.25. Before each stage of the development is occupied, any land identified or set aside as a new road or laneway on the approved plans must be transferred to, or vested in the relevant road authority as a public road at no cost to the relevant road authority. This does not apply to a new road or laneway that is agreed to be retained in private ownership to the satisfaction of Whitehorse City Council.

Wayfinding Strategy

- 6.26. Before the development starts for a particular stage, a Wayfinding Strategy for that stage

 must be submitted to and approved by the Responsible Authority. The Wayfinding

 Strategy must include, but not be limited to:
 - a. Design detailing, wayfinding measures and any other urban design measures to improve:
 - Pedestrian and cyclist navigation through the Land between the lower and upper ground levels.
 - ii. Pedestrian access to all primary, secondary and tenancy entries.
 - iii. Cyclist access to end-of-trip facilities.
 - iv. Pedestrian and cyclist access to DDA facilities.
 - v. Food and on-demand delivery access to the public realm and building entries.
 - Design detailing, wayfinding measures and any other urban design measure to encourage:
 - Short and long term stationary passive recreation within the nominated areas of urban open space.
 - d. Location of any wayfinding signage, information or other wayfinding measures to ensure safe and efficient pedestrian access between the lower ground and upper ground levels of Main Street and Prospect Street. View lines through the site and publicly accessible areas must not be impeded by windscreens, containerised planting or any other public realm treatment.
 - Location of any wayfinding signage, information or other wayfinding measures to
 ensure safe and efficient parking and access for food and on-demand delivery
 services.
 - f. Consistency of the Wayfinding Strategy across the Land.

The provisions, recommendations and requirements of the endorsed Wayfinding Strategy must be implemented and complied with to the satisfaction of Whitehorse City Council.

Lighting Strategy

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- 6.27. Before the development starts for a particular stage. a Lighting Strategy for that stage must be prepared to the satisfaction of the Responsible Authority. The Lighting Strategy must provide details of proposed lighting of Main Street, Prospect Street and Clisby Court and throughout the pedestrian link and public realm, and must be prepared in accordance with the Urban Design Guidelines Victoria, Department of Environment, Land, Water and Planning 2017, and Public Lighting Code Australia, to the satisfaction of the Responsible Authority.
- 6.28. Once approved, the Lighting Strategy will be endorsed and will form part of this incorporated document. The provisions, recommendations and requirements of the endorsed Lighting Strategy must be implemented and complied with to the satisfaction of Whitehorse City Council.
- 6.29. Lighting must be installed in accordance with the Lighting Strategy and maintained and operated for the life of the building. Lighting must be located, directed and shielded and of limited intensity so that no unreasonable loss of amenity is caused to any person within and beyond the site, to the satisfaction of Whitehorse City Council.

Waste Management Plan

- 6.30. Before the development starts for a particular stage, a Waste Management Plan (WMP) for that stage must be submitted to and approved by the Responsible Authority. Once approved, the WMP will be endorsed and will form part of this incorporated document. The WMP must include, show or address:
 - a. Building tenancies to be clearly identified with corresponding waste generation rates and waste bin volume amended accordingly.

The provisions, recommendations and requirements of the endorsed WMP must be implemented and complied with to the satisfaction of Whitehorse City Council.

Acoustic Report

- 6.31. Before the development starts for a particular stage, an

 Acoustic Report prepared by a suitably qualified acoustic engineer for that stage must be submitted to and approved by the Responsible

 Authority. When approved, the Acoustic Report will be endorsed and will form part of this incorporated document. The Acoustic Report must address the following:
 - a. Measures to ensure that noise levels emanating from that stage of the development will comply with the Environment Protection Regulations under the Environment Protection Act 2017 and the Incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) as may be amended from time to time to the satisfaction of the Responsible Authority.

The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of Whitehorse City Council.

Use Conditions

- 6.32. The amenity of the area must not be detrimentally affected, to the satisfaction of the Responsible Authority, by the use or development, including through:
 - a. The transport of materials, goods or commodities to or from land.
 - b. The appearance of any buildings, works or materials.
 - c. The emission of noise, artificial light, vibration, smell, fumes,
 - d. smoke, vapor, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - e. The presence of vermin.
- 6.33. The land uses must comply at all times with the Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premise and Entertainment. Venues (Publication 1826.4, Environment Protection Authority, May 2021) as amended from time to time, to the satisfaction of Whitehorse City Council.

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Construction Management

- 6.34. Before the development starts for a particular stage, a Construction Management Plan for that stage must be submitted to and approved by Whitehorse City Council. The Construction Management Plan must be prepared and managed by a suitably qualified person who is experienced in preparing Construction Management Plans in accordance with Whitehorse City Council Construction Management Plan Guidelines, as amended from time to time.
- 6.35. When approved, the Construction Management Plan will form part of the incorporated document and must be complied with, to the satisfaction of Whitehorse City Council. The provisions, recommendations and requirements of the endorsed Construction.

 Management Plans must be implemented and complied with to the satisfaction of Whitehorse City Council.

Stormwater

- 6.36. Before the development starts for a particular stage, a flood analysis prepared by a qualified civil engineer must be submitted to the Responsible Authority for approval, which may include an appropriate 2D model. The flood study must be prepared in accordance with the quidelines in Australian Rainfall and Runoff and addresses the following to the satisfaction of the Responsible Authority:
 - All events up to and including the 1% AEP must be modelled to assess the flooding impacts of the proposed relocation of the stormwater pipe to the catchment and properties.
 - b. all the parameters input into the model.
 - c. Extent of inundation maps including difference in flood levels and velocities x Depth.
- 6.37. Before the development starts for a particular stage, a detailed stormwater drainage and/or civil design for that stage must be prepared by a suitably qualified civil engineer and submitted to and approved by the Responsible Authority. It must include calculations with all levels to Australian Height Datum (AHD). The engineering works must be carried out and completed to the satisfaction of the Responsible Authority before the development is occupied. Civil design needs to be based on the flood analysis.
- 6.38. All stormwater drains and on-site detention systems must be connected to the legal point of discharge to the satisfaction of Whitehorse City Council before the development is occupied.
- 6.39. Stormwater reports and plans need to consider and incorporate water sensitive urban design (WSUD) and integrated water management elements consistent with the Sustainability Management Plan (SMP) endorsed under clause 6.17.

General

- 6.40. Before the occupation of a stage of the development,
 - or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
 - a. constructed and available for use in accordance with the endorsed plans.
 - formed to such levels and drained so that they can be used in accordance with the endorsed plans.
 - c. treated with an all-weather seal or some other durable surface.
 - Linemarked or provided with some adequate means of showing the car parking space
 S.

All to the satisfaction of Whitehorse City Council

6.41. Buildings or works must not be constructed over any easement or easements without the written consent of the relevant Authorities.

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- 6.42. Before the development is occupied, all building plant and equipment on the roofs, terraces areas, common areas and in the public thoroughfares must be concealed to the satisfaction of Whitehorse City Council and remain concealed. The construction of any additional plant, machinery or other equipment, including but not limited to all service structures down pipes, aerials, satellite dishes, air-conditioners, equipment, ducts, flues, all exhausts including car parking and communication equipment, must include appropriate screening measures to the satisfaction of Whitehorse City Council.
- 6.43. Before the development is occupied, all mechanical exhaust systems for the car park approved must be located and sound attenuated to prevent noise and unreasonable amenity to the occupants of the surrounding properties, to the satisfaction of Whitehorse City Council and must be maintained to the satisfaction of Whitehorse City Council.
- 6.44. Before the development is occupied, all pipes, fixtures, fittings and building services servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of Whitehorse City Council and must be maintained to the satisfaction of Whitehorse City Council.
- 6.45. Except with the prior written consent of Whitehorse City Council, Council assets must not be altered in any way.
- 6.46. All buildings and works must be maintained in good order and appearance to the satisfaction of Whitehorse City Council.
- 6.47. Existing street trees must not be removed or damaged except with the written consent of Whitehorse City Council.
- 6.48. Any reinstatement and/or alterations to Council or other Public Authority assets as a result of the development must be undertaken at no cost to Whitehorse City Council or other Public Authority. All relevant permits and consents from City of Whitehorse must be obtained at least 7 days before any works commence. Adequate protection must be provided to the satisfaction of Whitehorse City Council before works start, and must be maintained during the construction process, to the satisfaction of Whitehorse City Council.

Temporary Works

- 5.12.6.49. The landowner/developer must to the satisfaction of the Responsible Authority/Whitehorse City Council construct temporary buildings and works (such as landscaping works to activate and improve the site and street frontages) for any stage of the development should:
 - a. the land remain vacant for 6 months after completion of the demolition; or
 - b. demolition or construction activity ceases for a period of 6 months; or
 - c. construction activity ceases for an aggregate of 6 months after commencement of the construction.
- 5.13.6.50. Before the construction of the temporary works start for any stage of development, details of the works must be submitted to and approved by the Responsible AuthorityWhitehorse City Council. Temporary works may include:
 - The construction of temporary buildings for short-term community or commercial use.
 Such structures shall include the provision of an active street frontage; or
 - b. Landscaping of the site or buildings and works for the purpose of public recreation and open space.

CONDITIONS AND REQUIREMENTS FOR PLANNING PERMITS

A planning permit granted must include the following Agreements condition:

Agreements

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5.14.6.51. Prior to issue of an occupancy permit for the development (or relevant stages of the development), the owner of the land must enter into an agreement with the Responsible AuthorityWhitehorse City Council pursuant to section 173 of the Planning and Environment Act 1987 (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

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The <u>agreement Agreement</u> must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

The Agreement must specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, to the satisfaction of Responsible Authority:

- Sale of not less than six per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent:
 - a. To a Registered Housing Agency; or
 - To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or
- b. Lease of not less than six per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 13 years from the occupation of the dwellings:
 - To a Registered Housing Agency; or
 - b. To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or
 - c. Any alternative delivery method providing that it demonstrates the total monetary amount of the Affordable Housing Contribution is equivalent to or above two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority.

For the purpose of the Agreement:

- 'Eligible Household' means a purchaser or tenant that meets the threshold for a very low income household, low-income household or moderate income household at the time of entering the contract of sale, consistent with Section 3AB of the Planning and Environment Act 1987.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the Planning and Environment Act 1987.
- 'Market Value' means the value of a Dwelling as determined by an independent, qualified Valuer.
- 5.15.6.52. Prior to issue of an occupancy permit for the development (or relevant stages of the development), the owner of the land (or another person/entity anticipated to become the owner of the land) must:
 - Do all things necessary to enable the Responsible Authority Whitehorse City Council
 to register the agreement with the Registrar of Titles in accordance with section 181
 of the Planning and Environment Act 1987; and
 - b. Pay to the Responsible AuthorityWhitehorse City Council its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the agreement on the certificate of title to the land.
- 6.53. A s 173 agreement that addresses development contribution and infrastructure contribution
- 6.54. S 173 agreement that deals with the maintenance of the "Civil Steps" and waiver of Council's liability in case of injury etc
- 6.55. Any other matter that needs to be addressed via s 173 agreements

[clauses requested by various referral authorities]

6.56. [to be inserted]

Subdivision conditions

6.57. [to be inserted]

6.58. A section 173 agreement that requires the provision of 6% public open space contribution

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in land.

7. ExpiryEXPIRY OF THE INCORPORATED DOCUMENT

- 7. The controls in this Incorporated Document expire if one of the following circumstances applies:
 - a. The development allowed by the control is not commenced within three (3) years of the approval date of Amendment C245whse to this Planning Scheme-:
 - b. The development allowed by the control is not completed within ten (10) years of the approval date of Amendment C245whse to this Planning Schemer:
 - c. The use allowed by the control is not commenced within one (1) year of the completion of the development;
 - d. The use is discontinued for a period of two (2) years;
 - e. The plan of subdivision is not certified within three (3) years of the approval date of Amendment C245whse to this Planning Scheme; or
 - b.f. A statement of compliance is not issued within five (5) years of the date of certification of a particular stage of subdivision.

The Minister for Planning may extend these periods if a request is made in writing before these controls expire or within three months afterwards.

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10.4 Quarterly Performance Report, October to December 2022/2023

Attachment 1 Quarterly Performance Report October to December 2022/23



WHITEHORSE

Quarterly Performance Report

October – December 2022



Acknowledgement of Traditional Owners

Whitehorse City Council acknowledges the Wurundjeri Woi Wurrung people of the Kulin Nation as the traditional owners of the land. We pay our respects to their Elders past, present and emerging.

Our Quarterly Performance Report

The Quarterly Performance Report provides updates and transparency for our community. It reports on Council activities, performance and future direction in alignment with the Council Plan 2021-2025.

This report is sectioned in a structured and easy to follow manner. Each section covers major activities undertaken throughout the year, the progress towards our Capital Works and our financial performance

Whitehorse City Council Quarterly Performance Report Q2 22/23

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Our Highlights This Quarter

The Round

In Quarter 2, The Round was announced as the name for the redeveloped Whitehorse Performing Arts Centre. The opening of The Round is still on track for completion in the next financial year.



Lighting up local sport

RHL Sparks Reserve in Box Hill, Walker Park in Nunawading, Wembley Park in Box Hill South and the Box Hill Gardens multipurpose courts were upgraded with smart LED lighting solutions. These new lighting systems are more sustainable and energy efficient than the older style of lights.



81 young local creatives



exhibited their artworks at the inaugural Youth Art Competition and Exhibition. Youth ConneXions at Box Hill Community Art Centre held this event.

21 applications

were allocated for the 2022/2023 round of the Heritage Assistance Fund





Approximately **148,000** community members attended council festivals and events

16 Days of Activisim

Council partnered with Vermont South Neighbourhood House to deliver a 'respect' knitting group to 'yarn bomb' or decorate the wire garden fence in Brentford Square. Community members learned to crochet flowers while talking about respect and what it means to them.



Whitehorse City Council Quarterly Performance Report Q2 22/23

Our Highlights This Quarter



Whitehorse Carols Concert

This quarter saw the Whitehorse Carols Concert held at Tunstall Park. This major event had about 10,000 community members attending. The Concert showcased local food and performances, and kids were able to enjoy free rides and a visit from Santa.



8,276 pieces

of feedback received via YourSay Whitehorse

1400+ community members

participated in the 2022 Whitehorse Seniors Festival held throughout October. There were 14 external organisations and 5 Council departments who collaborated to provide a large variety of activities.

1,641 new members

joined Whitehorse Libraries in Quarter 2. This is a 56% increase from the previous year.

2,250 submissions



received for the community engagement for the Open Space Strategy 2022-2037

Children's Week

The 2022 theme is 'All Children have the right to a standard of living that supports their wellbeing and healthy development'.
Britannia Mall hosted a face painter, magician, hip hop dance classes run by local dance school, Street Dance Studios and craft workshops run by Mitcham Neighbourhood House.





The 2023/24 Budget and Council Plan review

Community engagement was undertaken for the Council Plan review and the 2023/24 Budget. Throughout October, Council held 12 vox pop sessions and 2 drop-in sessions across multiple locations with 488 community members participating.

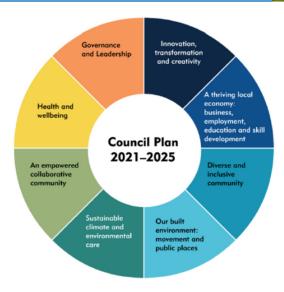
Whitehorse City Council Quarterly Performance Report Q2 22/23

10.4 - ATTACHMENT 1. Quarterly Performance Report October to December 2022/23

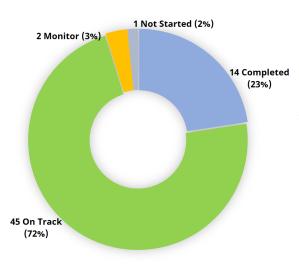


This section provides a quarterly update against major initiatives, initiatives and services, which aligns to the strategic directions of the Council Plan 2021-2025.

Our Council Plan 2021–2025 outlines the eight (8) strategic directions with related objectives and strategies for Council to work towards over the next four years to achieve the Whitehorse 2040 Community Vision.



Initiatives Status



Initiatives – Are significant projects or actions identified in the Council Plan 2021-2025, and the adopted 2022/23 Budget, and will directly contribute to the achievement of Council's short and longer term objectives.

Services – Council delivers more than 100 services to the community. This report provides a snapshot of service highlights and challenges for the quarter.

This quarter saw 62 initiatives reported:

•	
Completed:	14
On Track:	45
Monitor (at risk of/or is falling behind):	2
Deferred (on hold until further notice):	
Not Started:	1

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Indicators: Innovation, Transformation and Creativity

Our Strategic Indicators measures our performance against the Council Plan 2021–2025

On Track

Progress of new Enterprise Resource Planning (ERP) project

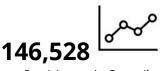




Service Excellence Program developed by 2022/2023



Financial savings of \$700k in Year 1 through the Transformation program



Participants in Council run programs

Community Satisfaction Survey results

*Annual figure reported in the Annual Report (Index score)



74 OSS Arts centres and libraries

Measure under review or not commenced

Maximise return on investment of The Round (Year 4 of the Council Plan) Manual processes converted to online workflows

Employee Engagement Survey Develop a proposal for an open data program for integration into the Information Management Strategy

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction:
Innovation, Transformation and Creativity



Initiative

Digital & Business Technology

ON TRACK

Implementation of the Enterprise Resource Planning Project Quarter 2 saw data migrations activity picking up in pace. The system configuration and build activities are largely complete with technical integration work conducted to ensure data transmission between existing Council systems and externally hosted systems.

Comprehensive test planning enabled the successful execution of 500+ test scenarios across an intensive 4 week period. Strong Project Management, robust governance processes and solid team commitment continue to support the successful progress of the project.

Transformation

ON TRACK

Undertake Continuous Improvement Program In Quarter 2, the Continuous Improvement Program has delivered \$299,324 financial benefits with 2,306 hours saved. The year to date has totalled \$742,242 financial benefits with 4,355 hours saved.

The customer experience was improved with 18,908 digital transactions and 895 days of improved customer response. The year to date saw a total 40,140 digital transactions received and 3,213 days of improved response for customers.

Transformation

ON TRACK

Undertake Organisational Service Planning Review The Services for Older People Review was completed in October 2022 and implementation is on track. Aqualink, Customer Service and Experience, Statutory Planning, and People, Culture and Payroll are due for completion in early 2023. Preparation is underway for Community Safety, Enforcement and Environmental Health, and Transport and Engineering services to commence in Quarter 3.

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction:
Innovation, Transformation and Creativity



Initiative

Continuous Improvement

ON TRACK

Implementation of the Transformational Strategy

In Quarter 2, the first quarterly report against the Transformation Strategy was presented to the organisation.

Council's leadership team participated in a half day change leadership training and coaching session held at the Box Hill Town Hall.

The Gender Equality Action Plan and the Risk Management Framework projects will commence reporting through to the Transformation Steering Committee starting Quarter 3.

Information Technology

ON TRACK

Implement IT Foundational Plan

The IT Foundational Plan delivery saw the successful migration of the IT Service Desk management tool to the cloud. This will improve functionality, business continuity and staff request fulfilment. Council completed a review and developed a roadmap to ensure network capacity and capability in accommodating organisation expansion into cloud services.

Strategic Indicators: A thriving local economy: business, employment, education and skill development



Our Strategic Indicators measures our performance against the Council Plan 2021–2025

On Track



Programs that encourage trade and access to businesses

An increase in outdoor trading permits in our commercial and retail precincts

21%

of Council procurement from local businesses The Business Resilience
Program was implemented in

Retail Precinct

44 Think Local Buy Local communication initiatives

18 Partnership events held with surrounding Councils

23 Business networks supported to implement innovative solutions

33% of registered businesses supported through advertising and other engagements

+0.2%



Gap between the Greater Melbourne and Whitehorse unemployment rates Programs delivered with local tertiary institutions



Meetings with
Tertiary Education representatives



34

Programs developed by government and communicated to the business community



Whitehorse City Council Quarterly Performance Report Q2 22/23

2

Strategic Direction:

A thriving local economy: business, employment, education and skill development



Initiative

Investment and Economic Development (I&ED)

ON TRACK

Whitehorse Activity
Hubs (plan for postpandemic support
to revitalise
Whitehorse
economy and
promote
municipality)

The Whitehorse Excellence in Business Awards gala dinner celebrated nominated businesses and category winners. Council partnered up with Nedrasca Disability Services to create four 'Celebrating Nature' public art banners in Box Hill Mall. Children's Week event involved face painting, a magician, hip hop dance classes by a local dance school and craft workshops at the Britannia Mall. Council partnered with Vermont South Neighbourhood House to deliver a 'respect' knitting group as part of the 16 Days of Activism Campaign.

Community Safety

ON TRACK

Local Law and parking service provision that is designed to support and assist businesses

Community Safety continued programmed parking patrols to promote and encourage turnover of trade. This is designed to ensure consistent parking opportunities in line with the Parking Management Strategy.

Community Safety

ON TRACK

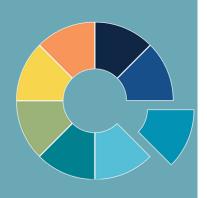
Council will promote and work with businesses to encourage more outdoor trade

Support was given for applications or renewals of their outdoor trading permits including requests for semi-permanent outdoor space, including marguis and decking.

Whitehorse City Council Quarterly Performance Report Q2 22/23



Our Strategic Indicators measures our performance against the Council Plan 2021-2025



On Track



Partnerships with CALD community organisations



Faith and cultural celebrations and traditions are acknowledged



60 Community Satisfaction Survey results for informing the community



*Annual figure reported in the Annual Report (Index score)



Web visits and enquiries via digital channels



Use of interpreters and translated material produced by Council



Information sessions delivered to new migrants



Participation in Eastern Affordable Housing Alliance and Regional Local Government Homelessness and Social **Housing Charter Group**



Registered users on YourSay Whitehorse are from a non-English speaking background and **75** users identify as a person with a disability.



148,000



Attendance numbers at Council-led festivals and events

5 Collaborative procurement contracts



Programs that have volunteers



New citizens welcomed through Citizenship Ceremonies

Gender impact assessments undertaken



transactions

Council held 1 event that celebrated our Wurundjeri Woi Wurrung heritage



Measure under review or not commenced

Social and affordable housing developed in partnership with developers

% of registered volunteers from a Culturally and Linguistically Diverse (CALD) background

Partnership meetings with community organisations

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction: Diverse and Inclusive Community



Initiative Leisure & Recreation Services	MONITOR
--	---------

Development of the Strategic Partnerships Framework (Indoor Sports Facilities) The development of the Strategic Partnerships Framework saw minimal progress this quarter due to resource constraints. Feedback on the concept of the Framework was provided in the previous quarter and had been considered during Quarter 2.

Community Engagement & Development

ON TRACK

Development of the Affordable Housing Local Planning Policy The Draft Affordable Housing Policy opened in December for community feedback via Your Say Whitehorse. It will continue through to Quarter 3.



Strategic Indicators: Our Built Environment, Movement

Our Built Environment, Movement and Public Spaces

Our Strategic Indicators measures our performance against the Council Plan 2021–2025



97%

Compliance with Council's Road Management Plan audits



New Council buildings that meet environmentally sustainable design guidelines (ESD) as per Council's ESD Policy



2.76

Utilisation of Aquatic Facilities (visits per head of population)



1 Easy ride routes installed

Community Satisfaction Survey results

*Annual figure reported in the Annual Report (Index score)



54Building and Planning permits

74 Appearance of public places

68 Sealed Local Roads

5

On Track



Programs and initiatives delivered that facilitate social connections



Develop a calendar of, and conduct, volunteer and community education programs on the natural environment.

Measure under review or not commenced

Increase in liveability index

Transport Advocacy programs

70% of play spaces delivering contemporary play experiences

Integrated Open Space Services Survey results

Whitehorse City Council Quarterly Performance Report Q2 22/23

4

Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

Leisure & Recreation Services

ON TRACK

East Burwood Reserve Master Plan A consultant was engaged for the East Burwood Reserve Master Plan and the first round of community engagement was completed. The project had some minor delays in Quarter 2 due to more thorough investigations and concepts being considered. Despite these minor delays, the project is still on track to be completed by the end of the financial year. The Draft Master Plan will be presented to Council in March for consideration.

Leisure & Recreation Services

ON TRACK

Sportsfield safety and provision review

The final report has been completed and is being considered by Parks and Natural Environment and Leisure and Recreation Services. The report will be presented to Council in Quarter 3.

Leisure & Recreation Services

ON TRACK

Development of Open Space Strategy 2022-2037 and review further opportunities for use of Open Space Reserve funds in delivering Open Space priorities Officers continued to work with consultants to progress the review of the Whitehorse Open Space Strategy. There were 20 pop-up community engagement activities undertaken with 2,250 submissions received.

Feedback will be collated to determine themes and incorporated into the Draft Open Space Strategy 2023.



Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

Major Projects

ON TRACK

Redevelopment of Sportlink

The redevelopment of Sportlink is nearing completion with the netball court roof erected and skylights and roof vents ready for installation. In Quarter 2, the 100kw solar panel system has been installed and lighting and fire services under the roof completed. The asphalt court surface is complete. The line marking, new car park asphalting, remaining services, facia surrounds, gates and fencing are to soon to be completed.

Major Projects

ON TRACK

The Round
Development
(previously known
as the Whitehorse
Performing Arts
Centre)

The Round has progressed significantly in its physical form over the second quarter. The main structure for the Level 1 (south) roof plant platform has been completed. Having the roofing installed is a major milestone as it supports the contractor to progress with internal building fit out and minimises impact from the weather. The contractor has commenced the central and southern carpark areas.

Major Projects

ON TRACK

Redevelopment of Morack Golf Course

The redevelopment of Morack Golf Course is progressing well. In-ground services are complete and concrete on the main pavilion has been poured. Steel is currently being erected and mini golf works will commence shortly.

Whitehorse City Council Quarterly Performance Report Q2 22/23

4

Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

City Services

ON TRACK

Energy efficient street lighting changeover

The end of Quarter 2 observes 357 lights (56.2%) replaced with energy efficient LEDs. Once completed, the 645 new lights will reduce greenhouse gas emissions by an estimated 168 tonnes per annum.

Quarter 3 foresees challenges with logistics, additional materials such as adaptors, the supply chain and contractor timing. The completion date of Stage 2 for the Decorative-style Street Lighting Upgrade Project has been extended to reflect anticipated delays.

Project Delivery & Assets

ON TRACK

Implement
Sportsfield lighting
improvement
projects in line with
the Sportsfield
Lighting Policy

Sportsfield lighting design and construction contracts have been awarded for Koonung Park and Forest Hill Reserve. The tender process for construction of Sportsfield lighting at Ballyshannassy Park has commenced.

Project Delivery & Assets

ON TRACK

Pavilion Renewal -Implement Pavilion Redevelopment Program in line with the Pavilion Development Policy As part of the Redevelopment Program, Quarter 2 saw the completion of construction works for the Pavilion project at Sparks Reserve (Soccer). The remainder of the Program, including Heatherdale Reserve, is progressing well.

Project Delivery & Assets

ON TRACK

Implement the
Streetscape
Improvement
Program in line with
existing structure
and activity centre
plans

A contract has been awarded for the streetscape upgrade works at the Blackburn Village Shopping Centre and the program is progressing well.

Whitehorse City Council Quarterly Performance Report Q2 22/23

4

Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

Project Delivery & Assets

ON TRACK

Implement the Play Space Renewal Program in line with the Play Space Strategy

Play spaces have been completed at Cootamundra Walk, Warekila Reserve and Lucknow Reserve.

Construction contracts have been awarded for play spaces at Pickford Paddock (North), Scarborough Park, Branksome Grove and Collina Glen Reserve.

Design contracts have been awarded for play spaces at Elgar Park and Slater Reserve.

Project Delivery & Assets

ON TRACK

Review Play Space Strategy (Year 3) Opportunities for the Play Space Review to link in with the current Open Space Strategy Review are being explored.

City Planning & Development

COMPLETED

Prepare Draft
Developer
Contributions Plan
for consideration by
Council

The Draft Development Contributions Plan has been completed and was endorsed by Council as a Draft for public consultation in August 2022. The Planning scheme amendment C241whse was subsequently authorised by the Minister for Planning (under delegation) and the amendment and Draft Development contributions Plan was exhibited concurrently in Quarter 2.

City Planning & Development

COMPLETED

Adopt updated
Structure Plan and
Urban Design
Framework for Box
Hill Metropolitan
Activity Centre and
implement planning
controls

The Department of Environment, Land, Water and Planning refused Council's request for 'authorisation' to commence the planning scheme C228whse amendment. This was due the Suburban Rail Loop (SRL) project. As a result, strategic work on the plans won't be progressing and this initiative is complete.

Whitehorse City Council Quarterly Performance Report Q2 22/23

4

Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

City Planning & Development

MONITOR

Update the Nunawading, Megamile East and Mitcham Structure Plan Phase 1 is still in progress and there are delays with this project due to staff resourcing, consultant constraints, and impacts from COVID-19. The Issues and Opportunities report, which will be completed soon, will see the completion of Phase 1

City Planning & Development

COMPLETED

Implementation of the Residential Corridors Built Form Study

The study is complete. Submissions to the planning scheme amendment will be reported to Council in Quarter 3.

City Planning & Development

NOT STARTED

Participate in the development of guidelines by State government aimed at creating '20-minute neighbourhoods'

Council is currently waiting on further guidance from Department of Environment, Land, Water and Planning regarding the 20-minute neighbourhoods.

City Planning & Development

ON TRACK

Natural and built environment education program City Planning and Development have facilitated natural and built education programs in Quarter 2. This included seven Tree Education events with 148 participants. The Gardens for Wildlife saw an increase to 18 active volunteers and 14 garden visits.

Engineering & Investment

ON TRACK

Implementation of Easy Ride routes Quarter 2 saw Easy Ride Routes (ERR) NS10 Wayfinding Signs installed and detailed design progressing on Surrey Park Shared Path.

Implementation plan is currently being developed for new routes identified and confirmed to fill a missing area of the ERR network, as part of Easy Ride Routes NS4 and NS6A.

Line markings were completed in a missing section of EW4 in Heath St, Blackburn and at traffic management devices in Terrara Rd, Vermont South.

Whitehorse City Council Quarterly Performance Report Q2 22/23

4

Strategic Direction:

Our Built Environment, Movement and Public Spaces



Initiative

Engineering & Investment

ON TRACK

Work co-operatively with Suburban Rail Loop to advocate for best implementation of State Planning regulations in Box Hill and Burwood

Council officers continued to provide comments and advocacy to the Suburban Rail Loop Authority. This included the planning for initial and early works, urban design, open space, heritage, tree planting and integrated water management.

Engineering & Investment

ON TRACK

North East Link Advocacy Council officers continued to advocate for improved outcomes, particularly relating to open space, vegetation, noise, air quality and support for residents impacted during the construction phase.

Engineering & Investment

ON TRACK

LXRP Major Transport Project Council continued to advocate to the State Government to maintain and enhance transport accessibility. Council was successful in lobbying the State Government to improve the design of the Pick-up and Drop-off zone off Mont Albert Road for the Level Crossing Removal Project. This enhancement will help the community to have better access into the proposed Eastern Concourse Station Entrance.

Engineering & Investment

ON TRACK

Implementation of Box Hill Integrated Transport Strategy Quarter 2 saw detailed designs being finalised for the Thurston/Oxford/Surrey/Brougham roundabout and designs continued for Station St/Oxford St and Station St/Ashted St. Council is currently seeking comments and in-principle support from the Department of Transport. The Prospect St designs were completed with plans of construction before 30 June 2023.

The 10-Year Capital Works Plan for the Box Hill Integrated Transport Strategy are re-forecast as part of the development of a new 10-Year Capital Works Program.

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Indicators: Sustainable Climate and Environmental Care

Our Strategic Indicators measures our performance against the Council Plan 2021–2025





2,830Street trees planted



1,925
Trees planted ir streetscapes and parks



18,693

Plants indigenous to Whitehorse produced by Whitehorse Nursery



8,719Plants planted



An increase of 500 trees planted on Council managed land

2 Solar installations across Council owned facilities



On Track



Council's reduction in carbon emissions



Meet targets under Energy Procurement Contract and Power Purchase Agreements



57%Kerbside waste collection diverted from landfill

12 5

Sustainability community education and engagement activities provided



Community Satisfaction Survey results



64Environmental Sustainability

74 Performance of Waste Management Services

*Annual figure reported in the Annual Report

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction:
Sustainable Climate and
Environmental Care



Initiative

City Services

ON TRACK

Development of the Sustainability Strategy 2030

The draft Sustainability Strategy 2030: 'Taking Climate Action' and the first 4-year Action Plan 2023-2026 were released for public exhibition. Phase 2 strategy consultation including community engagement activities were completed. This included a community workshop, pop-up conversations across the municipality and an online survey. Work is now underway to finalise the Strategy and Action Plan. It is scheduled to be presented to Council in Quarter 4.

City Services

ON TRACK

Implementation of Council's 'Rubbish to Resource' Waste Management Strategy 2018-2028 Quarter 2 promoted and launched RecycleMate within the Whitehorse community. This is an app providing localised waste and recycling information. Planning and preparation was undertaken this quarter for the launch in Quarter 3 of HomeCycle, a reusable household goods collection. Council established a partnership with not-for-profit Responsible Cafes. Council joined a collaboration of 14 Victorian councils to implement an evidence-based reusable nappies program.

City Services

ON TRACK

Continue to work with South East metropolitan Councils on the advanced waste processing project Work continued to progress the procurement process of an advanced waste processing facility. This process is part of Council being a shareholder of South East Metropolitan Advanced Waste Processing Pty Ltd. In total eight Councils are committed to the project.

City Services

ON TRACK

Undertake a waste service charge review Council continued to work on the structure and details of the implementation of the new Waste Service Charge in 2023/24.

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction: Sustainable Climate and Environmental Care



Initiative

Parks & Natural Environment

ON TRACK

Implementation of the Urban Forest Strategy Quarter 2 marked the completion of the Street Tree Planting Program for 2022. During this period, 2830 street trees were planted.

More than 1,000 local indigenous plants were distributed to the participants in the education programs at the Spring Festival.

Council has been involved with a number of regional forums relating to Urban Forest including Integrated Water Management forums and Gardiners Creek Catchment. Council is currently collaborating in tree trialling programs with Treenet and local nurseries.

Parks & Natural Environment

COMPLETED

Adoption of landscape planting quideline The Landscape Planting Plan was completed and approved. This operational plan will assist Council to undertake sustainable, resilient and diverse plantings in public open space that create habitats and improve aesthetics. The Planting Plan factors in public safety, site requirements, successful species, maintenance regimes and plant production.

Parks & Natural Environment

COMPLETED

Development of the Integrated Water Strategy and Action Plan The Whitehorse Integrated Water Management Strategy and associated Action Plan have been completed and endorsed by Council.

City Services

ON TRACK

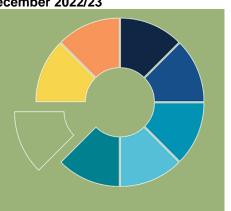
Develop a
Transition Plan to a
4-bin kerbside
waste and recycling
system, in line with
the State
Government's
Recycling Victoria
Policy

In Quarter 2, Council continued preliminary and preparatory work to inform the Glass Service Transition Plan. Council's food and garden organics service and preliminary planning continue to be evaluated and monitored for the service rollout to eligible households.

Whitehorse City Council Quarterly Performance Report Q2 22/23



Our Strategic Indicators measures our performance against the Council Plan 2021–2025



Young people registered with YourSay Whitehorse

Community Satisfaction Survey results

*Annual figure reported in the Annual Report (Index score)

76Customer Service



67Consultation & Engagement

On Track

Youth Representative Committee

Council actively seeks the opinions via YourSay Whitehorse

Council responds to feedback and suggestions in addition to complaints or compliments

Council acknowledges feedback received via YourSay Whitehorse Complaints recorded and resolved within the service standard

Measure under review or not commenced

Customer sentiment sampling indicates maintained or increased satisfaction on specific services

Whitehorse City Council Quarterly Performance Report Q2 22/23





Initiative

Community Engagement & Development

COMPLETED

Development of the Whitehorse Community Engagement Handbook The Whitehorse Community Engagement Handbook was completed in Quarter 2. The Handbook supports the implementation of Council's Community Engagement Policy and is intended to guide Council officers in the design, implementation and evaluation of community engagement plans to the required standard. This provides a level of transparency on how Council will engage with the local community.

Strategic Communications & Customer Service

ON TRACK

Implementation of Council's Feedback or Complaints Handling Policy Council's Feedback or Complaints Handling Policy is continuing with its implementation. Current activities include analysis and reporting of data to identify improvements.

Strategic Indicators: Health and Wellbeing

Our Strategic Indicators measures our performance against the Council Plan 2021–2025



53 health promotions implemented



18 Partnership programs and initiatives that promote health and wellbeing

56,349

Participants in programs that promote health and wellbeing **28** Event permits

issued



2'All Sports' newsletters distributed



Public health assessments undertaken 23

activations generated by

69

Place activations in retail precincts

On Track

Representation at the Municipal Emergency Management Planning Committee Emergency Management events held and communications distributed



Community has access to information on how to prepare, respond and recover from emergency events



Advocacy campaigns



Measure under review or not commenced

Proportion of people who report feeling safe in the municipality

Percentage of people who report their health as very good or excellent

Whitehorse City Council Quarterly Performance Report Q2 22/23

Community Satisfaction Survey results

*Annual figure reported in the Annual Report (Index score)

68 Older person support services



Family support services **68**



Advocacy 57

101% Infant enrolments in the Maternal and Child Health service

Annual Measure

Maternal Child Health Service participation





Participation of Aboriginal children in the Maternal Child Health service

> Grants awarded



Strategic Direction:
Health and Wellbeing



Initiative

Community Engagement & Development

ON TRACK

Development of the Municipal Public Health and Wellbeing Plan (MPHWP) 2025-2029 Council progressed the development of the Municipal Public Health and Wellbeing Plan 2025-2029 by hosting a Whitehorse Health and Wellbeing Collaborative Action Group meeting in Quarter 2. Planning for the 2025-2029 plan is continuing.

Community Engagement & Development

COMPLETED

Development of a Volunteering in Whitehorse Action Plan 2022-2023 The Volunteering in Whitehorse Action Plan 2022-2023 has been developed. The Plan describes the activities that Council has prioritised for the period July 2022-June 2023. It focuses on formal volunteering and aligns with the Whitehorse Community Vision 2040, the Whitehorse Council Plan 2021-2025 and the Whitehorse Health and Wellbeing Plan 2021-2025.

Community Engagement & Development

COMPLETED

Development of the Whitehorse Positive Ageing Plan 2022-2026 As a result of the Older Person service review, the Whitehorse Positive Ageing Plan will not be developed. A new Positive Ageing unit will be created and formally commence next financial year. The new unit will deliver a range of initiatives that support the aged care sector development, community engagement and advocacy.

Community Engagement & Development

COMPLETED

Development of the Whitehorse Diversity Action Plan 2022-2026 The Whitehorse Diversity Action Plan 2022-2026 has been developed in Quarter 2 and is now complete.

Community Engagement & Development

COMPLETED

Development of the Whitehorse Disability Action Plan 2022-2026 This quarter saw the Disability in Whitehorse Action Plan developed and provided in the internal Municipal Public Health and Wellbeing Report. The Disability Action Plan priority areas are access to services and programs, access to information, access to the built environment and access to employment, education and training.

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction:
Health and Wellbeing



Initiative

Investment & Economic Development

ON TRACK

Activate Whitehorse place-making initiative

The Festive Precinct Activations commissioned five local artists to design chalk painted shop windows for businesses. Five choirs performed nine events in four different precincts (Box Hill, Mitcham, Brentford Square and Burwood Brickworks).

Health & Family Services

ON TRACK

Development of the Whitehorse Children, Young People and Families Plan 2022-2025 The Whitehorse Youth Plan has been merged with other strategic plans to create the Whitehorse Children, Young People and Families Plan 2022-2025. The Strategic plan for children, young people and their families together with the 4 foundation documents (demographic review, service mapping, community consultation and government policy review) has been drafted. It is expected to be released to the broader community later in the financial year.

Community Safety

ON TRACK

Work in partnership with government and health and emergency services to maintain and implement the City of Whitehorse Municipal Emergency Management Plan

The final draft of the Municipal Emergency Management Plan has been circulated to the Municipal Emergency Management Planning Committee (MEMPC) to be endorsed in Quarter 3. The Whitehorse City Council topographic web pages have been published and referenced in the plan. Council has conducted the High-rise Community Emergency Risk Assessment with Fire Rescue Victoria.

Community Safety

ON TRACK

Annual Emergency Management exercises conducted

An emergency traffic management exercise at Sportlink was successfully completed.

The annual Eastern Metropolitan Region emergency management exercise, Exercise East, was undertaken at Knox in Quarter 2. The scenario exercise was attended by emergency management staff from Boroondara, Monash, Maroondah, Manningham, Knox, Nillumbik, Yarra Ranges and Whitehorse Councils.

Whitehorse City Council Quarterly Performance Report Q2 22/23



Strategic Indicators: Governance and Leadership

Our Strategic Indicators measures our performance against the Council Plan 2021–2025



50%



Leadership Capability Framework incorporated in performance reviews **100%** of leaders participating in the LEAD program

0

97% of safety topics completed

Annual Measure

Achieve "green" in Financial Indicators

WorkCover Employer Performance Rating

100% compliant with Governance Checklist

LGPRF financial indicators in line with budget

83%

Health & Safety incidents resolved within timeframe

55% Low risk findings from

audit reviews

92% of completed Fraud & Corruption training

61 Community Satisfaction Survey for Council decisions

*Annual figure reported in

0

Legislative breaches **8%** of Council decisions made at meetings closed to the public

100%

Council agenda and minutes published

On Track

the Annual Report (Index score)

Compliance with data security standards

Review Councillor briefing and report writing process Audits demonstrate good practices and low risk findings Compliance with
Integrated Planning
and Reporting
Framework

Measure under review or not commenced

Workforce demographic profile aligns with the community

Public participation at Council meetings

Organisation cultural inventory at year two to measure values and culture

Whitehorse City Council Quarterly Performance Report Q2 22/23

Strategic Direction:
Governance and
Leadership



Initiative

People & Culture

ON TRACK

Implementation of Workforce Plan

Planning for a workplace culture survey is underway with a view to implement in towards the end of the financial year. This supports the Workforce Plan action 3.1 — Defining optimal culture.

A permanent Manager People and Culture was appointed and is starting in Quarter 3.

Community Engagement & Development

ON TRACK

Implementation of the Gender Equity Action Plan 2021-2025 A standardised Gender Impact Assessment template has been developed in consultation with the Gender Equality Working Group. An intranet page has been created to host information and resources on gender equality and the Gender Impact Assessment process. The Gender Equality Working Group is actively meeting quarterly to review the strategies and measures in the Action Plan.

Community Engagement & Development

ON TRACK

Development of the Integrated Strategic Planning and Reporting Framework The Integrated Strategic Planning and Reporting Framework is continuing to progress well and has now transitioned across to the new Corporate Planning and Performance Unit who will lead its implementation. Relevant Council departments have completed integrated planning/engagement activities for the Council Plan review and the development of the 2023/24 Budget.

Governance & Integrity

ON TRACK

Conduct audits and reviews on legislative requirements for compliance The Statutory Building Internal Audit Report and the Audit Memorandum were presented to the Audit and Risk Committee in Quarter 2.

Additionally, scope documents were planned for upcoming audits which include Maternal and Child Health, Infrastructure Asset Management, Occupational Health and Safety - Employees and Contractors, and Project Management - The Round (previously known as the Whitehorse Performing Arts Centre).

Whitehorse City Council Quarterly Performance Report Q2 22/23





Initiative

Governance & Integrity

COMPLETED

Engage with Local Government Victoria and sector network groups on legislative reform or interpretation The new Local Government Act has been implemented. There are no other legislative reforms identified for this financial year which will impact on the legislation that the Governance & Integrity team works with. Work continues with the sector on Policy and legislative interpretation.

Governance & Integrity

ON TRACK

Implementation of the Risk Management Framework The Risk Management Framework and Policy documents were finalised in Quarter 2. The completion of these documents results in a significant part of the Risk Management Framework Action Plan. The Action Plan continues to progress and is on track.

Governance & Integrity

COMPLETED

Develop an Information Management Governance Strategy The Information Governance Strategy has been incorporated into the technology roadmap and a separate strategy will not be developed. This initiative is now complete.

Governance & Integrity

COMPLETED

Investigate expanding live streaming of Council meetings Council investigated expanding live streaming of Council meetings. At this stage, Council will continue to stream live via the website.

Finance

ON TRACK

Development of the Annual Budget in line with legislative requirements Departments have commenced updating current year forecasts and are developing next year's operational budgets.

Finance

COMPLETED

Development of investment strategy

A review was undertaken and it was determined that an Investment Strategy would not be required. Any investment will form part of the Investment Policy which is currently being reviewed. This initiative is now complete.

Whitehorse City Council Quarterly Performance Report Q2 22/23

Service Performance Indicators

Aquatic Facilities AF2 Health inspections of aquatic facilities AF6 Utilisation of Aquatic Facilities AF7 Cost of aquatic facilities \$1.47 Animal Management AM1 Time taken to action animal management requests AM2 Animals reclaimed AM5 Animals rehomed AM6 Cost of animal management service \$4.59	2 3.08 \$6.17 1.31 57.44% 5	2021/22 2 4.70 \$3.65	2022/23 1 3.77 \$1.56
AF2 Health inspections of aquatic facilities 1 AF6 Utilisation of Aquatic Facilities 6.00 AF7 Cost of aquatic facilities \$1.47 Animal Management AM1 Time taken to action animal management requests 1.16 AM2 Animals reclaimed 61.39% 5 AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	3.08 \$6.17 1.31 57.44% \$	4.70 \$3.65	3.77
AF6 Utilisation of Aquatic Facilities 6.00 AF7 Cost of aquatic facilities \$1.47 Animal Management AM1 Time taken to action animal management requests 1.16 AM2 Animals reclaimed 61.39% 5 AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	3.08 \$6.17 1.31 57.44% \$	4.70 \$3.65	3.77
AF7 Cost of aquatic facilities \$1.47 Animal Management AM1 Time taken to action animal management requests 1.16 AM2 Animals reclaimed 61.39% 5 AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	\$6.17 1.31 57.44% 5	\$3.65	
Animal Management AM1 Time taken to action animal management requests AM2 Animals reclaimed AM5 Animals rehomed AM6 Cost of animal management service \$4.59	1.31 57.44% 5	1.20	\$1.56
AM1 Time taken to action animal management requests 1.16 AM2 Animals reclaimed 61.39% 5 AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	57.44% §		
AM2 Animals reclaimed 61.39% 5 AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	57.44% §		
AM5 Animals rehomed 15.51% 1 AM6 Cost of animal management service \$4.59	19.01%	700	1.16
AM6 Cost of animal management service \$4.59		51.76%	61.25%
• • • • • • • • • • • • • • • • • • •		20.94%	18.44%
AM7 Animal management prosecutions 100%	\$4.18	\$4.27	\$2.00
	100%	100%	100%
Food Safety			
FS1 Time taken to action food complaints 1.76	1.51	1.47	1.57
FS2 Food safety assessments 100%	100%	100%	100%
FS3 Cost of food safety service \$552.54 \$	562.27	\$565.74	\$271.78
FS4 Critical and major non-compliance outcome notifications 100%	100%	100%	100%
Governance			
G1 Council resolutions made at meetings closed to the public 11.90%	5.94%	3.15%	8.41%
G2 Satisfaction with community consultation and engagement 60	57	57	Annual
G3 Councillor attendance at Council meetings 100%	100%	100%	94.70%
G4 Cost of elected representation \$46,373 \$	41,805	\$43,577	\$27,815.09
G5 Satisfaction with council decisions 61	60	61	Annual
Libraries			
LB1 Physical library collection usage 5.26	4.18	5.10	3.0
LB2 Number of library collection items 73.94% 7	70.37%	69.83%	65.5%
LB4 Active library borrowers 13.61% 1		10.70%	0.50/
LB5 Direct cost of library service \$23.67	11.83%		8.5%

Whitehorse City Council Quarterly Performance Report Q2 22/23

Service Performance Indicators

Maternal and Child Health				
MC2 Infant enrolments in MCH service	100%	101.06%	100.82%	100.60%
MC3 Cost of the MCH service	\$86.81	\$92.86	\$91.38	\$117.62
MC4 Participation in the MCH service	80.21%	78.22%	77.03%	Annual
MC5 Participation in MCH service by Aboriginal children	79.55%	86.54%	85.71%	Annual
MC6 Participation in 4-week Key Age and Stage Visit	94.39%	96.30%	98.63%	98.35%
Roads				
R1 Sealed local road requests	112.24	78.49	96.70	89.97
R2 Sealed local roads below the intervention level	98.59%	98.59%	98.59%	98.64%
R3 Cost of sealed local road reconstruction	\$151.50	\$211.37	\$204.71	\$644.27
R4 Cost of sealed local road resealing	\$23.95	\$28.82	\$24.89	Annual
R5 Satisfaction with sealed local roads	69	71	68	Annual
Statutory Planning				
SP1 Time taken to decide planning applications	62	53	57	65
SP2 Planning applications decided within required time frames	44.59%	59.73%	58.74%	67.64%
SP3 Cost of statutory planning service	\$2,048.10	\$2,175.56	\$2,248.74	\$2,248.74
SP4 Planning decisions upheld at VCAT	52.38%	47.06%	47.06%	60.71%
Waste Collection				
WC1 Kerbside bin collection requests	72.83	78.45	111.8	Annual
WC2 Kerbside collection bins missed	4.80	5.00	6.97	Annual
WC3 Cost of kerbside garbage bin collection service	\$102.09	\$106.27	\$120.87	\$59.33
WC4 Cost of kerbside recyclables bin collection service	\$30.48	\$30.03	\$33.96	\$18.22
WC5 Kerbside collection waste diverted from landfill	53.02%	52.32%	51.46	57.43%

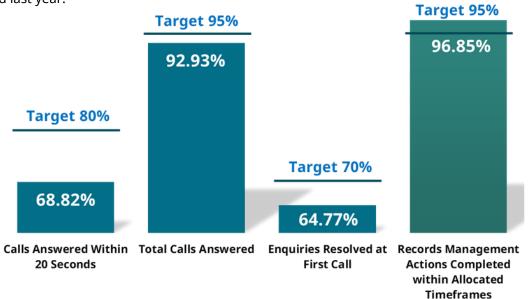


The introduction of Whitehorse's Cares Commitment will guide Council's actions and behaviours to live up to the CARES principles.



Customer Service Performance: Quarter 2 22/23

The performance indicators against the Customer Service Targets are measured across the organisation and are captured through our 13 contact centres. Call volumes offered to Council increased when compared to the previous quarter, and remained consistent with the same period last year.



Whitehorse City Council Quarterly Performance Report Q2 22/23

10.4 - ATTACHMENT 1. Quarterly Performance Report October to December 2022/23

Continuous Improvement

The Continuous Improvement Program (CIP) aims to create a culture of continuous improvement with reportable benefits for our community.

Council provides a framework that improves processes, embeds new technologies, increases capacity and improves customer experience. A customised Continuous Improvement methodology is used to adapt to the diversity of services Council offers.

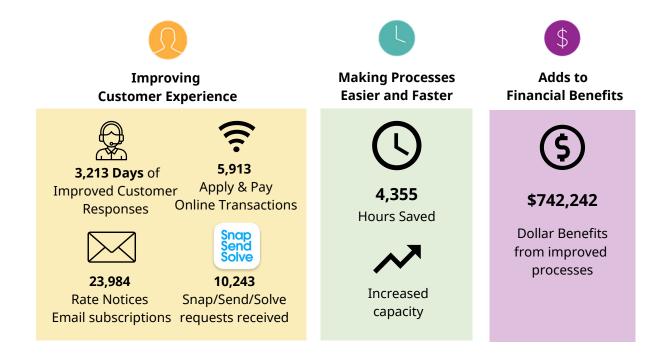




There are **34 Improvement Champions** at Whitehorse City Council who are trained using the Lean Principles. They contribute to ongoing business improvements and the CIP by:

- Identifying and improving processes
- Embedding new technologies into processes
- Increasing capacity through improvement in customer service and hours saved

Summary of Benefits Year-To-Date Jul 2022 - Dec 2022



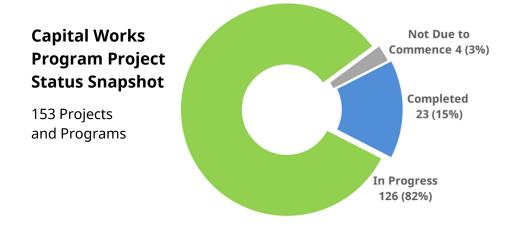
Continuous Improvement Projects: Quarter 2 2022/23 Status

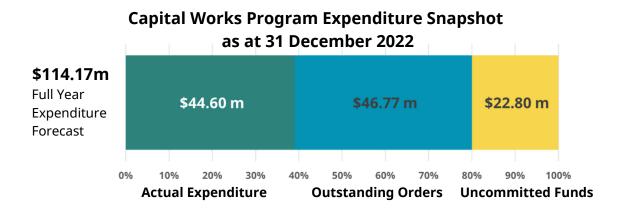
44 Current Projects	37 F	Prior Comple	ted Under Mor	nitoring
	*			\$
	Jndertaken by Improvement Champion	Improving Customer Experience	Making Processes Easie and Faster	Adding to r Financial Benefits
26 In Progress	20	15	18	13
13 On Hold	12	7	12	5
5 Completed Q2 2022/23	3	2	2	3

^{*}Some projects are linked with multiple streams

Capital Works

The 2022/23 Capital Works Program includes 153 projects and programs to be delivered over the financial year with an adopted budget of \$97.62m. As at 31 December 2022, both the total available capital funding and the forecast capital expenditure for 2022/23 has been adjusted to \$114.17m following the inclusion of 2021/22 carry-forward projects (\$18.89m) and increased grants and contributions (\$4.19m). This is partly offset by reductions due to funds identified to be carried forward to 2023/24 (\$5.91m), an estimated \$500k reduction in vehicle sales, and funding transferred to the operating budget (\$120k).

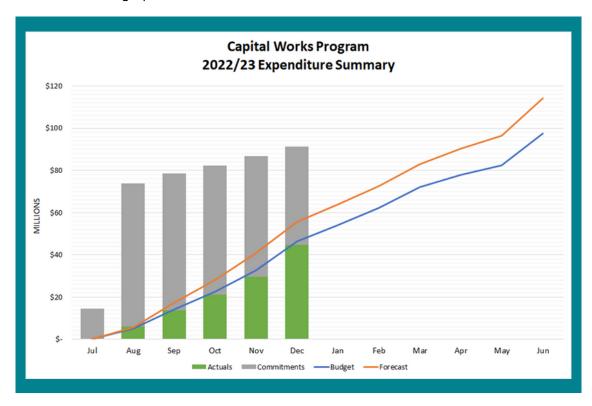




Whitehorse City Council Quarterly Performance Report Q2 22/23

Capital Expenditure

As at 31 December 2022, year-to-date (YTD) expenditure was \$44.60m, which was \$11.08m behind the forecast expenditure of \$55.68m. This variance is primarily due to cash flow timing differences and unallocated contingency on The Round (the Whitehorse Performing Arts Centre) redevelopment (\$8.52m of the \$11.08m variance) and Heatherdale Reserve pavilion upgrade (\$950k). Supply chain delays, contractor availability and the wetter than average spring weather have also impacted project delivery timing for a number of projects. There was \$91.37m in project commitments at the end of the second quarter, as shown by the December column on the graph below.



The blue line indicates the forecast cumulative budget expenditure, totalling \$97.62m (adopted budget). The orange line indicates the revised (forecast) cumulative expenditure, which includes \$18.89m carryover funding from 2021/22, \$3.57m from additional grants and other adjustments, and is reduced by \$5.91m of unspent funding that has been identified for carry-forward into 2022/23, resulting in a revised expected end of year forecast figure of \$114.17m.

Capital Expenditure by Asset Category

ASSET CATEGORY	YTD ACTUAL 000's	YTD BUDGET 000's	YTD VARIANCE 000's	ANNUAL BUDGET 000's	NEW ANNUAL FORECAST 000's	THIS PERIOD FORECAST CHANGE 000's	NOTES
PROPERTY							
Land	-	-	-	3,000	3,000	-	
Buildings	32,236	35,685	3,449	58,952	72,271	(2,028)	1
Buildings Improvements	2,247	2,483	236	5,841	4,743	(173)	2
TOTAL PROPERTY	34,483	38,168	3,685	67,792	80,014	(2,201)	
PLANT & EQUIPMENT							
Plant, Machinery and Equipment	1,292	526	(767)	4,560	4,069	(1,245)	3
Fixtures, Fittings and Furniture	157	181	24	604	779	(14)	
Computers and Telecommunications	864	761	(103)	2,876	3,198	37	4
TOTAL PLANT & EQUIPMENT	2,314	1,468	(846)	8,040	8,046	(1,222)	1
INFRASTRUCTURE							
Roads	1,145	1,004	(141)	5,348	6,543	495	5
Bridges	-	25	25	50	-	-	
Footpaths and Cycleways	1,577	1,285	(292)	3,651	4,758	5	6
Drainage	684	924	240	3,674	1,726	(460)	7
Recreational, Leisure and Community Facilities	2,825	2,000	(825)	3,598	7,727	163	8
Parks, Open Space and Streetscapes	1,481	1,415	(66)	5,026	4,526	(99)	
Off Street Car Parks	87	170	83	440	829	28	
TOTAL INFRASTRUCTURE	7,798	6,822	(976)	21,787	26,110	133	
TOTAL	44,595	46,458	1,863	97,619	114,170	(3,290)	

Capital Expenditure by Asset Category (cont.)

Notes:

(1)

Buildings expenditure was \$3.45m below YTD budget mainly relating to cash flow timing differences on The Round redevelopment (\$5.49M) and unallocated contingency on the Heatherdale Reserve Pavilion redevelopment (\$643k). Other projects tracking behind budget include the Vermont South Club extension (\$785k), Mahoneys Reserve Pavilion upgrade (\$160k), and East Burwood Pavilion upgrade detailed design (\$101k). These variances were partly offset by \$2.00m of cost escalations on the Sportlink Multipurpose Facility redevelopment, which are funded by reductions on other projects, and \$1.13m of carried forward expenditure on construction of the new Sparks Reserve West Pavilion. Other projects ahead of YTD budget are the Yarran Dheran Information Centre upgrade (\$339k) and Morack Golf Club redevelopment (\$223k).

The full year forecast was reduced by \$2.03m at 31 December, primarily reflecting the proposed carry-forward of unspent funding from 2022/23 to 2023/24 for delayed projects including the Mahoneys Reserve pavilion upgrade (\$1.08m), Blackburn Cycling Club upgrade (\$350k), and Vermont South Club extension (\$250k). There was also a \$300k release of unallocated contingency funds on the Heatherdale Reserve pavilion upgrade.

(2)

Building Improvements expenditure was \$236k below YTD budget primarily reflecting lower than expected utilisation of the Project Advocacy Fund (\$191k) and the reallocation of funding for Box Hill Town Hall improvements to the Furniture and Equipment asset class (\$181k). This is partly offset by a \$150k timing difference in the Building Refurbishments and Component Renewal program relating to early works at the Box Hill Crescent Reserve Hall and Schwerkolt Cottage.

The full year forecast was reduced by \$173k at 31 December, primarily reflecting reductions in the Interim Climate Response and Pre-School Refurbishment programs (\$100k each) to help fund cost escalations in other approved projects in the Buildings asset class.

(3)

Plant, Machinery and Equipment expenditure exceeded YTD budget by a \$767k related to a timing difference mainly due to delivery of 13 passenger vehicles, 4 utility vehicles and 3 trucks that were ordered in the 2021/22 financial year but impacted by supply chain delays. Current year expenditure will be managed within budget.

The full year forecast was reduced by \$1.25m at 31 December, mainly reflecting a \$1.23m decrease in expenditure expected in the Vehicle Changeover Program due to a hold currently in place on the renewal of Council fleet vehicles while a new policy is under development.

(4)

Computers and Telecommunications expenditure was \$103k higher than YTD budget mainly due to earlier purchasing of laptops in the End User Devices Renewal Program.

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Capital Expenditure by Asset Category (cont.)

(5)

Roads expenditure was \$141k higher than YTD budget mainly relating to an increase in kerb and channel renewal works (\$415k) funded by \$500k Local Roads and Community Infrastructure Phase 3 funding, and the carried forward road reconstruction works at Enterprise Way, Mitcham (\$239k). These variances were partly offset by a \$443k timing difference due to the reallocation of funding from the Local Roads Rehabilitation Renewal Program to fund cost escalations in other road reconstruction projects that are scheduled for completion during the second half of the financial year.

The full year forecast was increased by \$495k at 31 December, primarily reflecting the reallocation of funding from the Drainage asset class (\$460k) towards cost escalations on road reconstruction projects.

(6)

Footpaths and Cycleways expenditure was \$292k above YTD budget, predominantly representing a \$333k increase in footpath renewal works, which is being funded by Local Roads and Community Infrastructure Phase 3 funding.

(7)

Drainage expenditure was \$240k lower than YTD budget, largely reflecting lower than planned expenditure on drainage upgrades (\$117k) and storm water drainage renewal expenditure (\$55k) due to the reallocation of funding to help offset cost escalations on projects in other asset classes.

The full year forecast was reduced by \$460k at 31 December, mainly due to the reallocation of funding towards the Roads asset class to help fund drainage works to be completed on road reconstruction projects.

(8)

Recreation, Leisure and Community Facilities expenditure was \$825k above YTD budget, primarily relating to the carried forward new Eley Park Sports Court (\$521k), cost escalations on the Morton East sports field ground renewal (\$309k), the Bennettswood Floodlighting upgrade (\$300k), which was budgeted in the previous year, and the LXRP funded Surrey Park Baseball Field Lighting project (\$123k). These were partly offset by a timing difference on the Ballyshannassy Sports Field Lighting project (\$477k) due to delayed commencement of the detailed design.

The full year forecast was increased by \$163k at 31 December, predominantly relating to receipt of a \$200k state government grant for the installation of lighting at the Blackburn Cycling Club velodrome in East Burwood.

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Quarter 2 Capital Works Program Highlights

COMPLETED

New Eley Park Multi-Purpose Court

Blackburn Eley Park's new multi-purpose sports court was completed. The completed project cost \$595k over three financial years and was partly funded by Sport and Recreation Department, Victoria. The project incorporates a basketball half court and Hot Shots tennis court as requested from the community.

Scope of works:

- Construction of a new multi-purpose court including a basketball half court/netball half court, rebound wall, tennis half court and a Hot Shots tennis court with a permanent net,
- Multi-coloured acrylic court surface featuring additional creative markings,
- · Colourful motifs decorating the rebound wall,
- A drinking fountain, rubbish bin, bench seating, and ball catching fence, and
- Two accessible parking spaces and an accessible path.

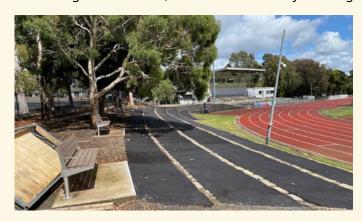




COMPLETED

Hagenauer Reserve Terracing

An upgrade of spectator terracing at Hagenauer Reserve athletics track was completed in December addressing safety concerns and deteriorating condition. Works were completed for a total cost of \$51k and included renewal of existing surface with asphalt seal, re-point of bluestone edging, installation of a retaining wall to reduce materials eroding from the embankment onto terracing and the track, and installation of synthetic grass.



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Quarter 2 Capital Works Program Highlights

COMPLETED

Blackburn Lake Sanctuary Boardwalk and Viewing Platform

The existing timber boardwalk and viewing platform at Blackburn Lake has recently been replaced with new durable low maintenance materials that accommodate the rise and fall in water levels throughout the year. The new structure is located just off Central Rd, southeast of the playground. Works commenced in early 2022 and were completed in December for a total project cost of \$416k across two financial years.

Before:



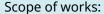
After:



COMPLETED

Yarran Dheran Reserve Information Centre Upgrade

An upgrade of the Yarran Dheran Reserve Information Centre achieved practical completion in mid-December. The project design was developed in consultation with the Yarran Dheran Reserve Advisory Committee and results in accessibility and functionality improvements to better meet the needs of users of the facility. The project construction budget was \$800k.



- New main entry area, automatic door and bag storage
- Refurbished main hall and new artefact displays
- Refurbished store rooms and new kitchen
- Refurbished public toilets, including new universal toilet and baby change table
- Environmentally Sustainable Design elements including a rain water tank, double glazing, power efficient lighting







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Quarter 2 Capital Works Program Highlights

COMPLETED

Bushy Creek Path

An upgrade of the Bushy Creek Trail was completed in December. It extended the shared user path up to the crossing of Woodhouse Grove, near Mitta Street in Box Hill North. The project was completed over two financial years with a budget of \$200k and was funded by the Federal Government Local Roads and Community Infrastructure Phase 2 funding.

Before:



After:





COMPLETED

Cootamundra Walk (South-East) Play Space Upgrade

The upgrade of the Cootamundra Walk South-East play space in Blackburn was completed during December for a total cost of \$180k. The new play space include:

- A combination unit with roof for shade
- Swings
- · Climbing cube
- Spinner

The previous play equipment was donated to the Rotary Overseas Relocated Playgrounds program, and will be provided for use by children in disadvantaged communities overseas



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Quarter 2 Capital Works Program Highlights

COMPLETED

Enterprise Way, Mitcham Road Reconstruction

The reconstruction of Enterprise Way between Mitcham Road and Britannia Mall and pedestrian pavement and loading bay works have been completed in December. The infrastructure improvements have helped create a more active and welcoming public space. The total project construction budget was \$269k.

Scope of works included:

- Removal of the existing brick pavement and replacement with coloured concrete similar to the section of Enterprise Way within Britannia Mall,
- Installation of two sets of speed humps to help improve pedestrian safety,
- Widening of the existing pedestrian footpath along the rear of 475 to 483A-485 Whitehorse Road, with removal of the existing brick paving and reconstruction in coloured exposed aggregate concrete, and
- Changes to the loading bay required as a result of the footpath widening works.

Before:



After:



ON TRACK

Heatherdale Reserve Pavilion Upgrade

Construction works for the Heatherdale Reserve pavilion redevelopment were nearing completion at the end of Quarter 2 and practical completion is expected in February 2023 after being delayed due to wet weather conditions. The actual cost of the project is below the project budget of \$6.23m, with latest estimate indicating a total cost of approximately \$5.13m. Unspent funds have been reallocated to help offset cost escalations on other approved projects. The Federal Government has provided \$2m and the Victorian Government has provided \$200k funding towards the redevelopment.

Scope of works:

- demolition of the existing pavilion
- multi-purpose room
- multiple change rooms
- kitchen and amenities
- supporting facilities for sporting and community use





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Quarter 2 Capital Works Program Highlights

COMPLETED

Surrey Dive Landscaping Upgrade

Surrey Dive is a pond that captures water runoff from the nearby Surrey Park and Aqualink Box Hill carpark. Heavy rainfall over the last 3 years has contributed to the build-up of silt on path from the embankment cut, and erosion of the Pond perimeter from flooding has accelerated the deterioration of the Dive precinct. This makes it hazardous for park users.

A landscaping upgrade was completed during Quarter 2 for a cost of \$65k and included:

- removal of silt from path and re-sheeting of castella path,
- installation of beaching mudstone rock/ ballast to pond and embankment,
- concrete boat ramp installation/ stabilisation of clubhouse platform,
- · garden-bed preparation and stabilisation of plantings,
- diversion of carpark water runoff to reduce velocity of water, and
- relocation of turtle eggs (by Ecologist) that were found in a stockpile of project materials during construction.

The installation of beaching rock, installation of plantings and diversion of water has increased the stabilisation of the area and reduce the amount of damage during constant rain events.

Before:





After:





Whitehorse City Council Quarterly Performance Report Q2 22/23

10.4 – ATTACHMENT 1. Quarterly Performance Report October to December 2022/23

Financial Report

For the period ending 31 December 2022

Financial Analysis

Executive Summary

The year-to-date financial result at 31 December 2022 was a surplus of \$72.65m, \$0.92k favourable to adopted budget. Income was \$2.67m lower than budget mainly reflecting lower than budgeted statutory fees and fines (\$2.06m) and user fees (\$1.26m), higher losses on assets disposal (\$1.06m), partially offset by increased capital grants (\$1.04m) and interest income (\$0.67m). Expenditure was \$3.59m below adopted budget primarily relating to lower employee costs (\$2.49m), materials and services expenditure (\$1.74m), partly offset by higher depreciation (\$0.92m).

Council revised the 2022/23 annual forecast in August to include the reduction of ERP project progress payments in 2022/23 due to timing (\$1.20m recognised in 2021/22) and the carry-forward of unspent funds from 2021/22 into 2022/23 (net impact \$839k). The full year forecast was presenting a surplus of \$7.10m, \$359k increase compared to the \$6.74m adopted budget.

The full year forecast for 2022/23 is currently undergoing a major review as part of the 2023/24 budget development process. The January forecast review will be presented as part of the January Financial Report. Some forecast changes have been noted throughout this report and will be included in the January forecast.

In accordance with Section 97(3) of the Local Government Act 2020, the second quarterly report of a financial year must include a statement by the Chief Executive Officer as to whether a revised budget is, or may be, required.

The Chief Executive Officer is of the view that a revised budget is not required for the financial reporting period 31 December 2022. No variations have been made to the declared rates and/or charges and no loan borrowings are proposed for 2022/23 The Financial position of Council is sound with a working capital of 4.42 as at 31 December 2022.

Year-To-Date Result

As outlined in the above Executive Summary, the actual year-to-date result at 31 December 2022 was a surplus of \$72.65m, \$0.92m favourable to budget. The significant variances were:

(1) Statutory Fees and Fines

were \$2.06m below budget predominantly relating to lower than expected level of parking infringements (\$1.86m), mainly due to shortages in resourcing and emerging from COVID-19. In addition, parking After-Hours contract will not be awarded until 1 July 2023 due to a tendering issue. Delays in installation of in-ground sensors due to difficulty of obtaining sensor parts has also adversely impacted on the number of infringements being issued. It is anticipated resourcing challenges will be addressed by February and all 2,938 in-ground sensors will be operating by the end of January 202. As a result, a total of \$6m in infringements income is anticipated for 2023 and will be reflected in the January forecast. The January Forecast is expected to be \$2.5m less than budget.

(2) User fees

were \$1.26m unfavourable to budget mainly relating to the following variances: **Leisure and Recreation** was \$665k lower than budget, primarily driven by lower membership income from Aqualink Box Hill (\$268k) and Nunawading (\$62k), Morack Golf Course fees (\$289k) as a result of transition of fees taken by the new operator from 1 October under the new licence, and other smaller variances across a number of account lines:

Property and Leasing was \$461k under budget mainly due to lower carpark fees from Watt Street (\$129k) and Harrow Street (\$261k) due to a combination of lower volumes and reduced demand post COVID-19. Fees will be reviewed and updated as part of the January Forecast review;

Arts and Cultural Services were \$454k lower than budget, largely relating to lower theatre ticket sales from The Round (previously called Whitehorse Performing Arts Centre) (\$264k) due to the reduced number of pre-Season shows and reduced sales at the alternative venue, lower adult course fees from Box Hill Community Arts Centre and hall hire fees from Box Hill Town hall (\$56k) due to the slow returning of regular clients post COVID-19 impact; and

Health and Family Services were \$226k lower than budget, predominantly relating to the child care centre fees (\$204k).

These were partly offset by:

Recycling and Waste Centre was \$437k more than budget as a result of higher casual customer (residential) fees (\$575k), partly offset by lower account customer (commercial) fees (\$138k) as a result of COVID-19 impact; and

Community Safety was \$312k above budget, mainly reflecting increased meter and bay hire charges (\$208k) in relation to a construction development for Epworth Hospital, and timing differences in Local Laws infringements (\$97k) and animal registration fees (\$68k).

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Year-To-Date Result (cont.)

(3) Grants - operating

were \$458k higher than budget, primarily reflecting a carry-forward of the Home and Community Care Program for Younger People 2021/22 grants (\$196k), increased 2022/23 school crossing funding (\$117k) and child care assistance (\$153k).

(4) Grants – capital

were \$1.04m above budget, mainly reflecting:

Late instalments of Local Roads and Community Infrastructure (LRCI) Phase 2 grants (\$839k) for works completed last year in relation to renewal programs for road bridges, footpaths, road reconstruction, and kerb and channel;

LRCI Phase 3 first instalment received for works to be completed in current year (\$671k) for renewal programs for footpaths and kerb and channel. This was not included in the budget which was approved in late July; and

Carry-forward grants received for new Sport Court at Eley Park (\$142k) and Warekila Play Space project (\$120k).

These were partly offset by:

Lower than budgeted phasing in relation to Sportlink Redevelopment program (\$828k) due to timing.

(5) Contributions - monetary

was \$267k below budget primarily relating to lower public open space contributions (\$350k). The January forecast, currently underway, anticipates a reduction of \$500k to \$5m for the year.

(6) Interest on investments

was \$670k higher than budget due to increased interest rates on investments compared to the budgeted rate.

(7) Net loss on disposal of assets

was \$1.06m unfavourable, primarily due to the demolition of identified buildings at Morack Golf course in September 2022, resulting in assets disposed with a written down value of \$1.07m. This was not included in the adopted budget.

(8) Employee costs

were \$2.49m favourable compared to Year-To-Date budget primarily due to lower than budgeted salaries (\$3.28m, including New Budget Initiatives (NBI) salaries) as a result of vacancies across the organisation and delays in recruitment largely due to the labour market shortages. The most significant variances reflect in the departments of City Planning and Development (\$519k), Health and Family Services (\$480k), Project Delivery and Assets (\$361k), Leisure and Recreation (\$300k), Community Safety (\$284k), City Services (\$254k), Digital and Business Technology (\$246k), Home and Community Services (\$177k) and Arts and Cultural Services (\$175k). These were partly offset by increased salary costs in Major Transport Projects (\$195k) as a result of additional unbudgeted positions as required by the projects, which will be fully covered by the State Government project funding. The lower than budget variance has been partially offset by agency staff salaries of \$708k being higher than Year-To-Date budget as a result of backfilling vacant positions.

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Year-To-Date Result (cont.)

(9) Materials and services

were \$1.74m less than budget reflecting variances across many departments with the most significant being:

Information Technology expenditure was \$1.4 m than budget primarily associated with the IT Security (\$905k) due to

IT Strategy (\$596k) due to delays in commencing

the project as a result of contractor availability and resourcing;

Digital and Business Technology expenditure was \$1.42m below budget mainly as a result of a timing difference (partly recognised in 21/22 \$1.2m) on ERP milestone payments;

Community Safety was \$693k below budget mainly driven by lower Fines Victoria lodgement fees (\$300k) as a result of less parking infringements generated, delays in the installation of in-ground sensors (\$160k), and reduced contracts & services costs (\$129k);

Project Delivery and Assets were \$488k below budget primarily relating to Facilities Maintenance (\$267k) due to timing differences in painting and timber floor costs (\$110k), CCTV & security maintenance costs (\$74k), and a number of smaller variances. Building Projects were \$132k behind year-to-date budget, including Silver Grove Small Building Demolition (\$65k) and Mirabooka Reserve change room facilities hire (\$65k) primarily due to timing; and

Arts and Cultural Services were \$285k less than budget, largely reflecting in The Round (\$122k) including the theatre programme expenses (\$65k) and promotions (\$42k), and Events costs due to timing against planned budget phasing (\$52k).

The above favourable variances were partly offset by:

Parks and Natural Environment \$1.3m over budget, predominantly relating to Arbor program (\$1.21m)

;

Recycling and Waste Centre was \$593k over budget predominantly due to increased tipping fees (\$499k) as a result of more waste disposal at landfill over November and December. It is anticipating the level will drop back in February and March. As a result, there will not be significant change in January Forecast. Fuel and oil costs were \$71k more than budget due to petrol price increase.

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Year-To-Date Result (cont.)

(10) Depreciation

was \$922k over budget, primarily as a result of the revaluation of asset classes including building, drainage and open space assets (revalued for the first time) at the end of June 2022. The January forecast is expected to increase by \$1.54m to \$35.46m for this year

Projected year-end result

Council adopted the 2022/23 Budget at its Ordinary Meeting held on 27 June 2022, projecting a surplus of \$6.74m for the year.

Council revised the annual forecast in August to include the reduction of Enterprise Resource Planning (ERP) project progress payments in 2022/23 due to timing (\$1.20m accrued and recognised in 2021/22) and the carry-forward of unspent funds from 2021/22 into 2022/23 (net impact \$839k). The full year forecast was presenting a surplus of \$7.10m, \$359k increase compared to the \$6.74m adopted budget.

The full year forecast for 2022/23 is currently undergoing a major review as part of the 2023/24 Budget development, with the results expected to be presented in the January Financial Report.

Cash Position

Total cash and investments (including other financial assets) totalled \$200.56m at the end of December 2022, representing a \$46.74m decrease since the start of the year.

Debtors

Council has collected \$44.73m or 36.15% of 2022/23 rate debtors as at 31 December 2022. Sundry debtors (net of doubtful debt provisions) outstanding at 31 December 2022 total \$3.00m, including \$279k outstanding over 90 days.

Income StatementFor the period ending 31 December 2022

		Year-t	Year-to-Date				Full Year	
	Actual	Budget	Variance	Variance	Note	Budget	Forecast at August	Variance FCT vs BUD
	\$.000	\$.000	\$.000	%		\$.000	\$.000	\$.000
Income								
Rates	130,206	130,364	(158)	(%0)		130,538	130,538	0
Statutory fees and fines	4,679	6,741	(2,062)	(31%)	1	13,300	13,300	0
User fees	23,637	24,898	(1,261)	(%9)	2	44,466	44,466	0
Grants - operating	9,557	660'6	458	2%	ო	17,922	18,068	146
Grants - capital	3,172	2,130	1,042	46%	4	4,390	5,768	1,378
Contributions - monetary	2,621	2,888	(267)	(%6)	5	5,670	5,670	0
Interest on investments	1,391	721	029	93%	9	1,523	1,523	0
Other income	2,137	2,169	(32)	(1%)		4,595	4,595	0
Net gain / (loss) on disposal of assets	(669)	364	(1,063)	(292%)	7	382	382	0
Total income	176,701	179,374	(2,673)	(1%)		222,786	224,310	1,524
Expenditure								
Employee costs	42,469	44,960	2,491	%9	00	90,014	90,014	0
Materials and services	38,118	39,854	1,736	4%	6	82,540	83,705	(1,165)
Depreciation	17,553	16,631	(922)	(%9)	10	33,914	33,914	0
Finance costs - leases	17	70	53	%9/		131	131	0
Other expenses	5,898	6,128	230	4%		9,450	9,450	0
Total expenditure	104,055	107,643	3,588	3%		216,049	217,214	(1,165)
Net surplus / (deficit)	72,646	71,731	915	1%		6,737	7,096	359

Whitehorse City Council Quarterly Performance Report Q2 22/23

Balance Sheet

For the period ending 31 December 2022

	2022/23 31-Dec-22	2021/22 30-Jun-22
	\$'000	\$'000
ASSETS		
Current assets		
Cash and cash equivalents	17,479	21,620
Trade and other receivables	112,622	16,824
Other financial assets	183,085	225,681
Other assets Total current assets	250 313,437	1,613 265,738
	313,437	200,700
Non-current assets Trade and other receivables	377	425
Investments in associates	6,167	6,167
Property, infrastructure, plant & equipment	4,176,171	4,150,516
Intangible assets	712	792
Total non-current assets	4,183,427	4,157,900
Total accets	4 400 000	4 402 020
Total assets	4,496,863	4,423,638
LIABILITIES		
Current liabilities		
Trade and other payables	38,346	39,201
Trust funds and deposits	14,040	13,169
Provisions Lease liabilities	18,128 350	17,327 437
Total current liabilities	70,863	70,134
	70,000	70,104
Non-current liabilities Provisions	1,684	1,684
Other liabilities	2,422	2,422
Lease liabilities	972	1,116
Total non-current liabilities	5,078	5,222
Total liabilities	75,941	75,356
Net assets	4,420,922	4,348,282
EQUITY		
Accumulated surplus	1,571,889	1,499,241
Reserves	2,849,033	2,849,041
Total equity	4,420,922	4,348,282

Whitehorse City Council Quarterly Performance Report Q2 22/23

Cash Flow Statement

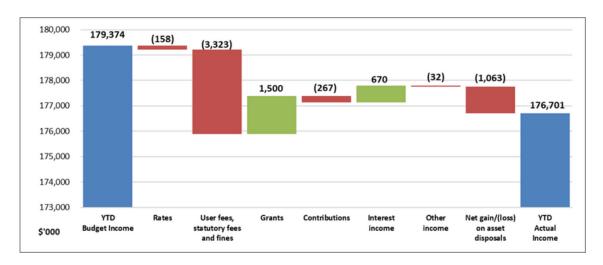
For the period ending 31 December 2022

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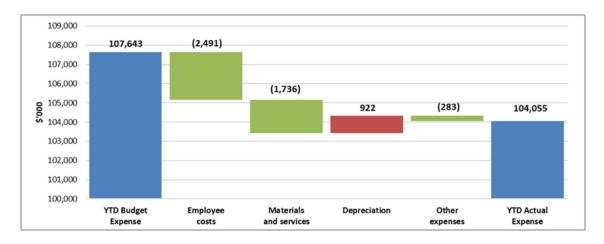
Operating Income and Expenditure

For the period ending 31 December 2022

Graph 1.1: Year-To-Date Operating Income Variance



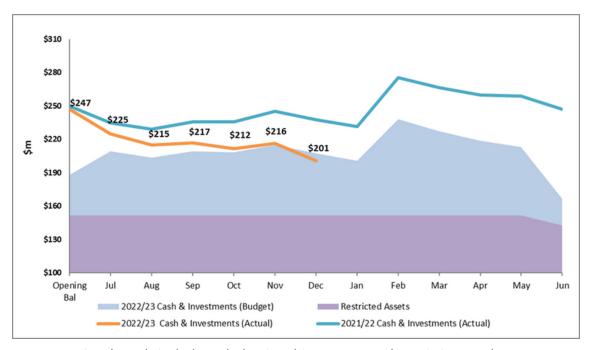
Graph 1.2: Year-to-Date Operating Expenditure Variance



Cash and Investments

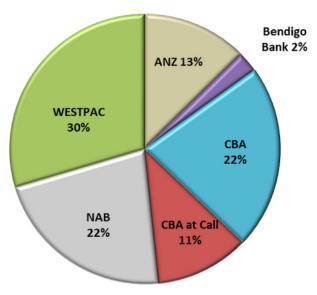
For the period ending 31 December 2022

Graph 2.1: Cash Flow Comparison



Note: Restricted Funds include cash that is subject to external restrictions such as trust funds and deposits, Public Open Space Reserve and the Car Parking Reserve. It also includes funds allocated for specific future purposes such as the Community Development Reserve, Waste Management Reserve, Art Collection Reserve, and the Energy fund reserve.

Graph 3.1: Investment by Institution



Whitehorse City Council Quarterly Performance Report Q2 22/23

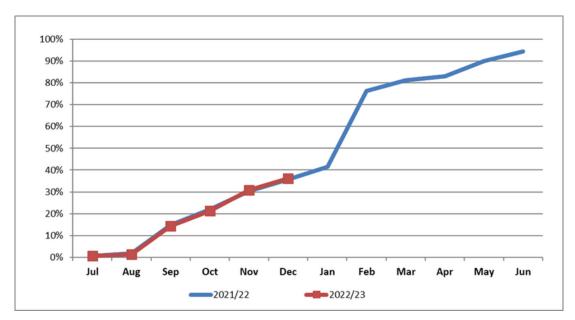
Rate Debtors

For the period ending 31 December 2022

Table 4.1: Current Rate Debtors

	31-Dec-22	31-Dec-21	31/11/2022
	\$'000	\$'000	\$'000
YTD Current Rates Collected (\$)	44,730	45,173	37,743
Current Rates Collected (%)	36.15%	35.72%	30.79%

Graph 4.2: Percentage of Current Rates Collected



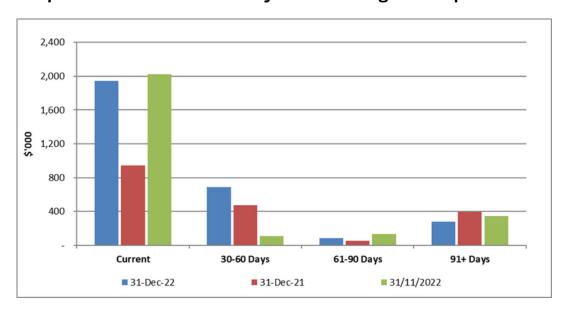
Sundry Debtors

For the period ending 31 December 2022

Table 4.3: General and Sundry Debtors

	31-Dec-22	31-Dec-21	31/11/2022
	\$'000	\$'000	\$'000
Current	1,946	943	2,022
30-60 Days	690	472	107
61-90 Days	82	53	132
91+ Days	279	394	347
Total Owing	2,998	1,862	2,608
Total over 60 days	362	447	479
% over 60 days	12.1%	24.0%	18.4%
Total over 90 days	279	394	347
% over 90 days	9.3%	21.2%	13.3%

Graph 4.4:General and Sundry Debtors - Aged Comparison



Whitehorse City Council Quarterly Performance Report Q2 22/23

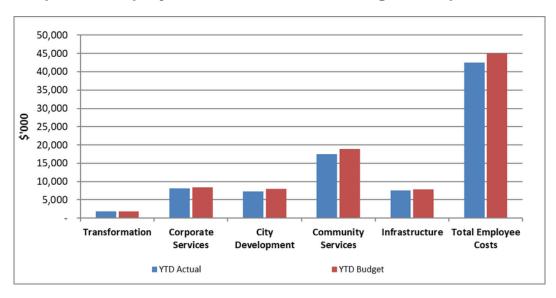
Employee Costs

For the period ending 31 December 2022

Table 5.1: Employee Costs by Division

Division	YTD Actual YTD Budget YTD	2022/23		
	Y ID Actual	Y I D Budget	Variance	Budget
Transformation	1,844	1,873	29	3,513
Corporate Services	8,165	8,390	225	16,363
City Development	7,353	8,022	669	16,087
Community Services	17,518	18,876	1,358	38,171
Infrastructure	7,590	7,800	210	15,880
Total Employee Costs	42,470	44,960	2,490	90,014

Graph 5.2: Employee Costs - Actual to Budget Comparison





ACKNOWLEDGEMENT OF COUNTRY

Whitehorse City Council acknowledges the Wurundjeri Woi-wurrung people of the Kulin Nation as the traditional owners of the land. We pay our respects to their Elders past, present and emerging.

CONTACTING COUNCIL

Postal Address: Whitehorse City Council

Locked Bag 2

Nunawading Delivery Centre 3131

ABN: 39 549 568 822

Telephone: 9262 6333 (including language support)

NRS: 133 677 then quote 9262 6333

(Service for deaf or hearing impaired people)

Website: www.whitehorse.vic.gov.au/contact-us Email: customer.service@whitehorse.vic.gov.au

Service Centres: Whitehorse Civic Centre

379-399 Whitehorse Road, Nunawading 3131

Box Hill Town Hall Service Centre

Box Hill Town Hall

1022 Whitehorse Road, Box Hill 3128

Forest Hill Service Centre

Shop 275

Forest Hill Chase Shopping Centre Canterbury Road, Forest Hill 3131

Subscribe: www.whitehorse.vic.gov.au/subscribe

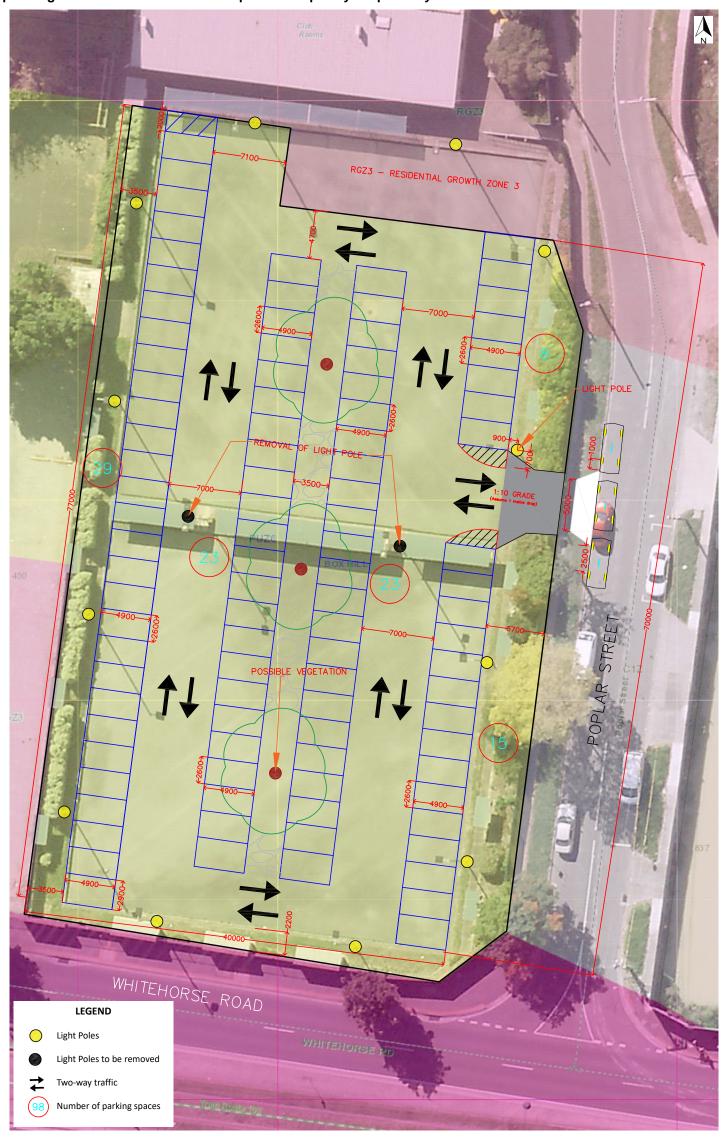
(Stay up to date with Council news on topics

you are interested in)

10.7 Creation of Temporary Car
Parking at former Box Hill Bowls
Club Site

Attachment 1 Final Concept Design - Box Hill Bowls
Club - Proposed Temporary Carpark
Layout

10.7 – ATTACHMENT 1. Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout



10.7 - ATTACHMENT 1. Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout

STREET VIEW IMAGE DECEMBER 2009

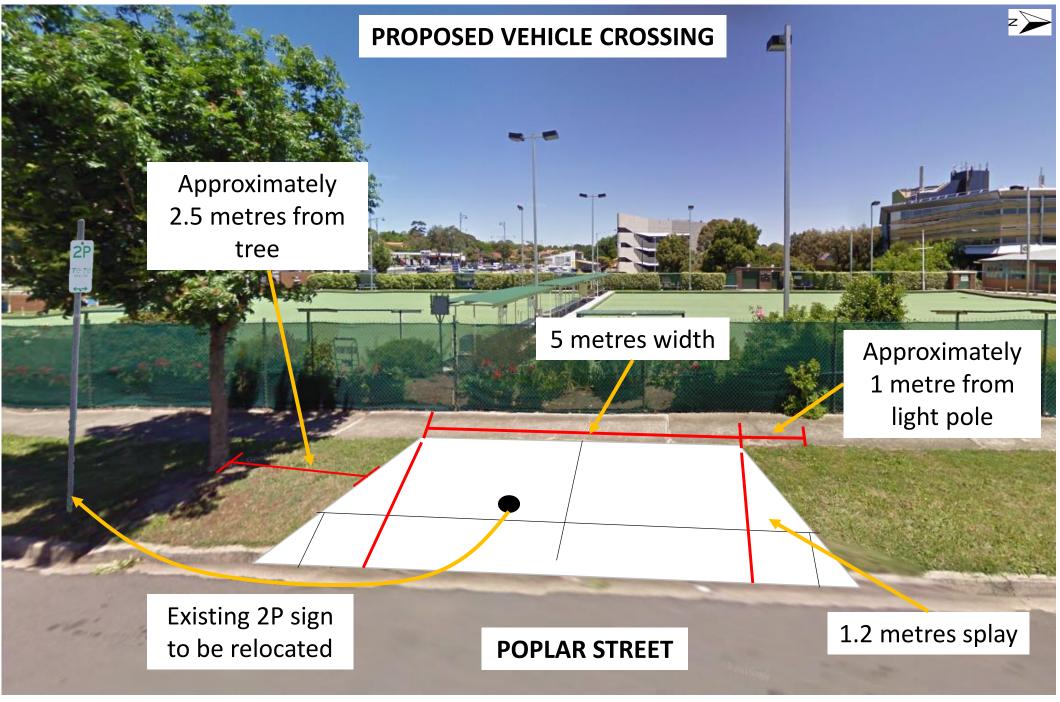


10.7 - ATTACHMENT 1. Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout

STREET VIEW IMAGE MAY 2019 – LATEST IMAGE AVAILABLE



10.7 - ATTACHMENT 1. Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout



Plan not to scale
Street view image: Dec 2009

10.7 - ATTACHMENT 1. Final Concept Design - Box Hill Bowls Club - Proposed Temporary Carpark Layout



Plan not to scale
Street view image: Dec 2009

10.8 CEO Employment and Remuneration Policy - Review

Attachment 1 CEO Employment and Remuneration Policy -Feb 2023 draft



CEO Employment and Remuneration Policy

1. Purpose

This is the Chief Executive Officer Employment and Remuneration Policy (**Policy**) of Whitehorse City Council (**Council**), made in accordance with section 45 of the *Local Government Act 2020*.

This Policy provides for the following matters which Council is responsible for under the Act or as a requirement of this Policy:

- (a) the recruitment and appointment of the Chief Executive Officer ensuring that
 - the recruitment decision is based on merit;
 - the recruitment processes support transparency in the recruitment process and the public advertising of the position; and
 - regard is had to gender equity, diversity and inclusiveness.
- (b) approving the Contract of Employment entered into between Council and the Chief Executive Officer;
- (c) the appointment of an Acting Chief Executive Officer for periods in excess of 28 days (d) the provision of independent professional advice in relation to the matters dealt with in the Policy;
- (e) the monitoring of the Chief Executive Officer's performance;
- (f) an annual review of the Chief Executive Officer's performance; and
- (g) determining the Chief Executive Officer's remuneration.

2. Date of Commencement

2.1 This Policy commences operation on 28 February 2023.



3. Definitions

3.1 In this Policy, unless the context suggests otherwise the following words and phrases mean:

Act means the Local Government Act 2020.

Annual Review Report has the meaning given in paragraph 12.1.

Chief Executive Officer or **CEO** means the Chief Executive Officer of Council.

Committee means the CEO Employment and Remuneration Committee established under this Policy.

Contract of Employment means the contract of employment between Council and the CEO, including any schedules.

Council means Whitehorse City Council.

Councillors means the individuals holding the office of a member of Whitehorse City Council.

Council meeting has the same meaning as in the Act.

Executive Search Consultant means a consultant with specialist expertise in sourcing and evaluating candidates for senior executive roles.

Independent Advisor means the advisor appointed by Council to provide independent advice in accordance with section 45(2)(a) of the Act.

KPIs means Key Performance Indicators or performance criteria however described.

Mayor means the Mayor of Council.

Performance Plan means the annual performance plan setting out KPIs for the CEO.

Policy means this CEO Employment and Remuneration Policy adopted in accordance with section 45 of the Act.

Public Sector Wages Determination means any Determination that is currently in effect under section 21 of the *Victorian Independent Remuneration Tribunal and Improving Parliamentary Standards Act 2019* in relation to remuneration bands for executives employed in public service bodies.



Recruitment Policy means the recruitment policy adopted by the CEO under section 48(2) of the Act.

Regulations means the Regulations made under Division 7 of Part 2 of the Act.

Remuneration Package means the total gross remuneration package paid to the CEO pursuant to the Contract of Employment.

Resolution means a resolution of Council made at a properly constituted Council meeting.

4. Overview

- 4.1 This Policy outlines the mechanisms which support Council in fulfilling its obligations regarding the CEO's employment and under the Act.
- 4.2 The aims of the CEO in relation to this Policy are to:
 - 4.2.1 work collaboratively with the Committee in determining the Performance Plan on an annual basis;
 - 4.2.2 actively participate in the performance appraisal process as required by the Committee;
 - 4.2.3 make use of constructive feedback from Councillors and Committee Members in relation to performance appraisals;
 - 4.2.4 undertake professional development on an as needed basis, or as part of the Performance Plan; and
 - 4.2.5 promptly draw the Committee's attention to any situation where any variation of the Performance Plan may be required in light of the current circumstances.
- 4.3 The aims of Council (including via the Committee) in relation to this Policy are to:
 - 4.3.1 establish the Committee;
 - 4.3.2 provide processes for the recruitment of a natural person, and their appointment, to the position of CEO;
 - 4.3.3 draft and approve the Contract of Employment entered into between Council and the CEO;



- 4.3.4 seek and be guided by independent professional advice in relation to the matters dealt with in this Policy;
- 4.3.5 provide processes for determining and reviewing the CEO's Remuneration Package;
- 4.3.6 provide processes for the monitoring of the CEO's performance including setting the Performance Plan and conducting an annual review:
- 4.3.7 determine, as required, whether any variations to the Remuneration Package and terms and conditions of employment of the CEO; and
- 4.3.8 provide processes for the appointment of an Acting Chief Executive Officer for periods in excess of 28 days.

5. CEO Employment and Remuneration Committee

- 5.1 Council will establish a CEO Employment and Remuneration Committee (**Committee**).
- 5.2 The Committee will be an advisory committee to Council.
- 5.3 The purposes of the Committee are to consider, and make recommendations to Council with respect to, the:
 - 5.3.1 selection and appointment of the Independent Advisor;
 - 5.3.2 independent advice received from the Independent Advisor;
 - 5.3.3 performance monitoring of the CEO, including with respect to achievement of the KPIs;
 - 5.3.4 annual review of the CEO's performance, including against the KPIs;
 - 5.3.5 CEO's remuneration;
 - 5.3.6 recruitment and appointment of a CEO, if required;
 - 5.3.7 provisions to be included in the Contract of Employment from time to time;
 - 5.3.8 appointment of an Acting CEO for periods in excess of 28 days. Less than 28 days CEO will appoint their Acting.
 - 5.3.9 Implementation of this Policy.



- 5.4 The Committee must include at least the Mayor, Deputy Mayor and two Councillors.
- 5.5 The Committee is to be chaired by:
 - 5.5.1 the Mayor; or
 - 5.5.2 if the Mayor is absent, the Deputy Mayor, or
 - 5.5.3 if the Mayor and Deputy Mayor is absent, a Councillor who is present at the Committee meeting and is appointed by the members of the Committee who are also present.
- 5.6 The Committee is to hold meetings as often as is necessary to:
 - 5.6.1 prepare documentation relevant to the CEO's employment and remuneration, including Council reports and contractual documents, for the approval of Council;
 - 5.6.2 conduct and maintain appropriate records regarding performance reviews of the CEO; and
 - 5.6.3 review the Remuneration Package and conditions of employment of the CEO.

provided that the Committee meets at least once in each year.

- 5.7 The Committee will provide a report to Council following each meeting describing its activities and making recommendations about any action to be taken by Council.
- 5.8 The Committee will determine its procedures at its first meeting, which will include:
 - 5.8.1 the rules for its meetings, noting that meetings should be conducted with as little formality and technicality as appropriate to fulfil the Committee's purposes;
 - 5.8.2 how often the Committee will meet, provided that the Committee meets at least once per year;
 - 5.8.3 quorum, provided that the quorum is not less than the Mayor and two Councillors;
 - 5.8.4 means of attendance at Committee meetings (eg in person or electronically); and



- 5.8.5 the taking of the minutes of the Committee meetings,
- and will communicate the procedures to Council.
- 5.9 The Mayor, Deputy Mayor or any two (2) Councillors can call for the Committee to meet.

6. Recruitment of CEO

- 6.1 The Committee will establish and manage the process to recruit the CEO, designed to ensure that Council can select the best available candidate from a short list of preferred candidates (with or without a recommendation from the Committee).
- 6.2 The Committee will determine, and make a recommendation to Council, as to:
 - 6.2.1 whether there is a need to engage an Executive Search Consultant to run the recruitment process; and, if so
 - 6.2.2 the Executive Search Consultant to be appointed to run the recruitment process.
- 6.3 If an Executive Search Consultant is engaged, the Committee must liaise with the Executive Search Consultant in connection with the recruitment process.
- The Committee must have regard to the following when considering the recruitment of the position of CEO:
 - 6.4.1 ensuring that the recruitment decision is based on merit;
 - 6.4.2 supporting transparency in the recruitment process and the public advertising of the position; and
 - 6.4.3 ensuring that regard is had to gender equity, diversity and inclusiveness.
- 6.5 The Committee must ensure that the Executive Search Consultant publicly advertises the CEO role.
- The Committee must direct the Executive Search Consultant to prepare, and provide to Council, a schedule of dates for key decisions to be made by resolution of Council throughout the recruitment process.



6.7 The Committee must provide a report and recommendation to Council so that each key decision identified in the schedule prepared under paragraph 6.6 can be made by resolution of Council.

7. Appointment of the CEO

- 7.1 Council will receive a report from the Committee on the completion of its role in the recruitment process, and Council will proceed to decide on a preferred candidate with the support of the Committee to negotiate and finalise the Contract of Employment.
- 7.2 The Committee will provide a recommendation to Council on the provisions to be contained in the proposed Contract of Employment.
- 7.3 The appointment of the CEO must be made by a resolution of Council.

8. Reappointment of the CEO

- 8.1 No more than 6 months and no less than 3 months prior to the expiry of the current CEO's Contract of Employment, the Committee will provide a recommendation to Council on:
 - 8.1.1 whether the CEO should be reappointed under a new Contract of Employment; and
 - 8.1.2 if the recommendation is to reappoint the CEO, the proposed provisions of the further Contract of Employment.
- 8.2 Any reappointment of the current CEO must be made by a resolution of Council.

9. Contract of Employment

- 9.1 The Contract of Employment is to be read in conjunction with this Policy (but the terms of the Policy are not incorporated into the Contract of Employment).
- 9.2 The Contract of Employment will, at a minimum, outline the following:
 - 9.2.1 the employment term, which must not exceed 5 years in accordance with section 44(2) of the Act;
 - 9.2.2 the responsibilities and duties of the position, including compliance with the Act and the Code of Conduct;
 - 9.2.3 the conflict of interest management requirements;



- 9.2.4 the CEO's Remuneration Package and other entitlements;
- 9.2.5 any legislative and contractual obligations, including those during and continuing after appointment;
- 9.2.6 the CEO's leave entitlements;
- 9.2.7 dispute resolution procedures;
- 9.2.8 processes for managing unsatisfactory performance;
- 9.2.9 processes for early termination, including notice of termination provisions with notice of termination by Council being restricted to a maximum of six [6] months; and
- 9.2.10 any other matters required to be contained in the Contract of Employment by the Regulations.
- 9.3 The Contract of Employment may only be varied by a resolution of Council and accepted by the CEO, recorded in a deed of variation.

10. Remuneration and Expenses

- 10.1 The Remuneration Package provided to the CEO will form part of the Committee's annual review, having regard to (in accordance with section 45(3) of the Act):
 - 10.1.1 any statement of policy issued by the Government of Victoria which is in force with respect to its wages policy (or equivalent); and
 - 10.1.2 any Public Sector Wages Determination.
- 10.2 Remuneration will be reviewed on an annual basis, in accordance with the CEO's Performance Plan and contractual requirements.
- 10.3 Council will meet expenses incurred by the CEO in relation to:
 - 10.3.1 membership and subscription fees payable to professional associations which are reasonably necessary in order to carry out duties;
 - 10.3.2 reasonable costs incurred where attending conferences, seminars or other networking functions; and
 - 10.3.3 reasonable costs incurred in performance of required duties.



10.4 CEO expenses will be reported to the Audit and Risk Committee in accordance with the Audit and Risk work plan.

11. Performance monitoring

- 11.1 Council will adopt an annual Performance Plan for the CEO, which will include KPIs. The Performance Plan must be developed collaboratively between the CEO and the Committee.
- 11.2 The CEO is to provide progress reports against the Performance Plan to the Committee on an annual basis.
- 11.3 The Committee may meet with the CEO following each progress report to discuss the matters contained in the progress report.
- 11.4 Following the initial [6] months of the CEO's term, a workshop with Councillors and the CEO should be coordinated so that:
 - 11.4.1 the CEO can prepare and present an overview of their findings during the early months, and highlight any projections or forecasts of relevance to Council during their tenure;
 - 11.4.2 Councillors can provide feedback to the CEO on their perspective of the CEO's performance during the initial period; and
 - 11.4.3 Council and CEO can agree to projects and priorities for inclusion in the CEO's Performance Plan and KPIs.
- 11.5 Nothing in this Policy prevents the Committee and/or Council from monitoring the CEO's performance on an ongoing basis.

12. Annual review

- 12.1 In preparation for Council's review, the Committee is required to submit an annual review report (**Annual Review Report**) to Council which includes recommendations on the following:
 - 12.1.1 whether, and to what extent, the CEO has met the KPIs under the Performance Plan;
 - 12.1.2 whether any KPIs or other criteria ought to be varied under the Performance Plan:
 - 12.1.3 whether the Remuneration Package ought to be varied; and
 - 12.1.4 any other necessary matters.



- 12.2 The Committee will submit the Annual Review Report to Council only after meeting with the CEO to discuss the Committee's proposed recommendations.
- 12.3 Council shall, after receipt of the Annual Review Report, review the recommendations in the Annual Review Report and advise the CEO of the outcomes of the review process.

13. Acting CEO

- 13.1 Council must appoint an Acting CEO when there is a vacancy in the office of the CEO or the CEO is unable to perform their duties of the office of Chief Executive Officer.
- 13.2 The appointment of the CEO must be made by a resolution of Council unless the Acting CEO is appointed for a period not exceeding 28 days, in which case the CEO may appoint an Acting CEO under delegation from Council pursuant to section 11(3) of the Act.

14. Independent advice

- 14.1 The Independent Advisor is responsible for providing independent professional advice in relation to the matters dealt with under this Policy in accordance with section 45(2)(a) of the Act.
- 14.2 The Independent Advisor will be appointed on the recommendation of the Committee following a process to seek experienced and suitably qualified persons but must not be the Executive Search Consultant appointed by Council to assist in the recruitment process.
- 14.3 Council will determine the:
 - 14.3.1 term of appointment of the Independent Advisor; and
 - 14.3.2 remuneration of the Independent Advisor.
- 14.4 Council, or the Committee with the approval of a Resolution, can, on an as needed basis, obtain additional independent professional advice in relation to the matters dealt with under this Policy.

15. Interaction with Act and Regulations

15.1 This Policy applies subject to any inconsistent obligations in the Act or the Regulations.



16. Confidentiality

16.1 Council is not required to disclose any personal information, being information which if released would result in the unreasonable disclosure of information about any person or their personal affairs.

17. Delegations

- 17.1 Council must not delegate the power to appoint the CEO, whether on a permanent or acting basis, however, it may delegate to the CEO the power to appoint an Acting CEO for a period not exceeding 28 days (sections 11(2)(d) and 11(3) of the Act).
- 17.2 Council must not delegate the power to make any decision in relation to the employment, dismissal or removal of the CEO (section 11(2)(e) of the Act).

18. Review of Policy

18.1 This Policy will be reviewed at least every 3 years by the Committee and within 6 months of each Council election, and the Committee will make a recommendation to Council with respect to any suggested changes.

REVIEW

Adopted	Reviewed	Department
13 December 2021	27 February 2023	Governance and Integrity
		People and Culture
Next Review Date	1 March 2024	

